Ordinary Council Meeting

Minutes

22 September 2026

City of Belmont

CITY OF BELMONT

Ordinary Council Meeting

Table of Contents

22 September 2026

Item	Subject Heading	Page
1	**Official Opening**	**7**
2	**Apologies and leave of absence**	**7**
3	**Declarations of interest that might cause a conflict**	**8**
3.1	Financial Interests	8
3.2	Disclosure of interest that may affect impartiality	8
4	**Announcements by the Presiding Member (without discussion) and declarations by Members**	**9**
4.1	Announcements	9
4.2	Disclaimer	9
4.3	Declarations by Members who have not given due consideration to all matters contained in the business papers presently before the meeting	10
5	**Public question time**	**10**
5.1	Responses to questions taken on notice	10
5.1.1	Ms L Harding, Rivervale	10
5.1.2	Ms L Hollands on behalf of Belmont Resident and Ratepayers Action Group	11
5.1.3	Ms L Hollands, Redcliffe	14
5.1.4	Mr M Cardozo, Redcliffe	15
5.1.5	Mr M Cardozo on behalf of Belmont East Ward Connect	15
5.2	Questions from members of the public	16
5.2.1	Mr S Walker, Redcliffe	17

5.2.2 Ms L Hollands on behalf of Belmont Resident and Ratepayers Action Group 18
5.2.3 Ms L Hollands, Redcliffe 20
5.2.4 Mr B Carey, Belmont 21
5.2.5 Mr L Rosolin, Belmont 21
5.2.6 Mr M Cardozo, Redcliffe 22
5.2.7 Mr M Cardozo on behalf of Belmont East Ward Connect 23
5.2.8 Ms J Gee, Cloverdale 24
6 Confirmation of Minutes/receipt of Matrix 25
6.1 Matrix for the Agenda Briefing Forum held 15 September 2026 25
6.2 Ordinary Council Meeting held 25 August 2026 26
7 Questions by Members on which due notice has been given (without discussion) 26
8 Questions by members without notice 26
8.1 Responses to questions taken on notice 26
8.2 Questions by members without notice 26
9 Business adjourned from a previous meeting 26
10 New business of an urgent nature approved by the person presiding or by decision 27
11 Reports of committees 27
12 Reports of administration 27
12.1 Naming of Common Property Accessway at Lot 600 (No. 39) Central Avenue, Ascot and Amendment to Council Policy 56 27
12.2 Community Service Awards 2026 39
12.3 City of Belmont 2026 NAIDOC Community Award 50
12.4 Draft Public Health Plan 2026 - 2031 60
12.5 Belmont Men's Shed Funding Request 105
12.6 Community Lease - Paddle Western Australia Inc. - Garvey Park Waterside Hub 141
12.7 Petition - Request to Update Intersection - Durban Street and Hardey Road 149
12.8 Sustainable Transport Strategy 2026-2031 191

12.9 Rules of Public Statement Time....400
12.10 Accounts for Payment August 2026....407
12.11 Monthly Financial Report for August 2026....419
13 Reports by the Chief Executive Officer....436
13.1 Request for leave of absence....436
13.2 Notice of motion....436
13.2.1 Notice of Motion - Information Forum Policy....436
14 Matters for which the meeting may be closed....443
15 Closure....443

Attachments Index

Attachment 12.2.1 – Item 12.2 refers
Attachment 12.2.3 – Item 12.2 refers
Attachment 12.3.2 – Item 12.3 refers
Attachment 12.3.3 – Item 12.3 refers
Attachment 12.4.1 – Item 12.4 refers
Attachment 12.4.2 – Item 12.4 refers
Attachment 12.5.1 – Item 12.5 refers
Attachment 12.5.2 – Item 12.5 refers
Attachment 12.5.3 – Item 12.5 refers
Attachment 12.7.1 – Item 12.7 refers
Attachment 12.8.1 – Item 12.8 refers
Attachment 12.8.2 – Item 12.8 refers
Attachment 12.9.1 – Item 12.9 refers
Attachment 12.10.1 – Item 12.10 refers
Attachment 12.11.1 – Item 12.11 refers

Confidential Attachments Index

Confidential Attachment 12.2.2 – Item 12.2 refers
Confidential Attachment 12.3.1 – Item 12.3 refers
Confidential Attachment 12.6.1 – Item 12.6 refers
Confidential Attachment 12.6.2 – Item 12.6 refers
Confidential Attachment 12.6.3 – Item 12.6 refers

Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested. For further information please contact the Community Development team on (08) 9477 7219. For language assistance please contact TIS (Translating and Interpreting Service) on 131 450.

Elected Members are reminded to retain any confidential papers for discussion with the minutes.

Minutes of the Ordinary Council Meeting held in the Council Chamber, City of Belmont Civic Centre, 215 Wright Street, Cloverdale on Tuesday 22 September 2026 commencing at 6:30pm.

Minutes

Present

Mayor R Rossi, JP (Presiding Member)	Mayor
Cr D Sessions (Deputy Mayor)	West Ward
Cr G Sekulla, JP	Central Ward
Cr J Harris	Central Ward
Cr B Ryan	East Ward
Cr P Marks	East Ward
Cr Z Abedin (dep. 8:52pm, ret. 8:53pm)	South Ward
Cr J Davis (dep. 8:08pm, ret. 8:11pm, dep. 9:14pm)	South Ward
Cr C Kulczycki	West Ward

In attendance

Mr J Christie	Chief Executive Officer
Mr S Downing	Director Corporate and Governance
Mr M Murphy	Director Infrastructure Services
Ms M Norton	Acting Director Development and Communities
Mr K Davidson (dep. 7:10pm)	Manager Safer Communities
Ms E Kania	Manager Governance and Legal
Ms E Nicholls	Coordinator Governance
Mr H Mahmood	Desktop Support Officer
Ms K Digwood	Governance Officer

Members of the gallery

There were 10 members of the public in the gallery and no press representatives.

1 Official Opening

6:30pm The Presiding Member welcomed all those in attendance and declared the meeting open.

The Presiding Member read aloud the Acknowledgement of Country.

Acknowledgement of Country
Before I begin, I would like to acknowledge the Whadjuk Noongar people as the Traditional Owners of this land and pay my respects to Elders past, present and emerging. I further acknowledge their cultural heritage, beliefs, connection and relationship with this land which continues today.

The Presiding Member invited Cr Sessions to read aloud the Affirmation of Civic Duty and Responsibility on behalf of Elected Members. Cr Sessions read aloud the affirmation.

Affirmation of Civic Duty and Responsibility
I make this affirmation in good faith and declare that I will duly, faithfully, honestly, and with integrity fulfil the duties of my office for all the people in the City of Belmont according to the best of my judgement and ability. I will observe the City's Code of Conduct and Standing Orders to ensure efficient, effective and orderly decision making within this forum.

2 Apologies and leave of absence

Mr W Loh (apology)	Director Development and Communities

3 Declarations of interest that might cause a conflict

3.1 Financial Interests

Nil.

3.2 Disclosure of interest that may affect impartiality

Name	Item No and Title	Nature of Interest (and extent, where appropriate)
Mayor Rossi	12.2 – Community Service Awards	I know some of those who have been nominated.
Cr Sessions	12.2 – Community Service Awards	I know some of the nominees, and nominators.
Mayor Rossi	12.5 – Belmont Men's Shed Funding Request	I know several of the members of the Men's Shed and have visited the Men's Shed on multiple occasions.
Cr Sessions	12.5 – Belmont Men's Shed Funding Request	I know several of the members of the Men's Shed, have visited multiple times, and I was contacted by them about funding prior to this item coming to Council.
Cr Sessions	12.6 - Community Lease - Paddle Western Australia Inc. - Garvey Park Waterside Hub	I attended a Paddle WA event in 2024 and we discussed their interest in the Waterside Hub.

Cr Kulczycki	12.8 - Sustainable Transport Strategy 2026-2031	1. I am familiar with some of the individuals who made submissions pertaining to this item, who shared them with Elected Members during the public consultation period, and are included at Attachment 12.8.2. 2. I am a member of the Belmont Community Environmental Champions Incorporated, which made a submission. However, I recused myself from participating in the drafting of that submission to maintain my impartiality.
Cr Sessions	12.8 - Sustainable Transport Strategy 2026-2031	I know several community members that participated in stages 1 and 2 of the community engagement for this survey.

4 Announcements by the Presiding Member (without discussion) and declarations by Members

4.1 Announcements

Nil.

4.2 Disclaimer

6:34pm The Presiding Member drew the public gallery's attention to the Disclaimer.

The Presiding Member advised the following:

I wish to draw attention to the Disclaimer Notice contained within the Agenda document and advise members of the public that any decisions made at the meeting tonight can be revoked, pursuant to the *Local Government Act 1995 (WA)*.

Therefore, members of the public should not rely on any decisions until formal notification in writing by Council has been received.

4.3 Declarations by Members who have not given due consideration to all matters contained in the business papers presently before the meeting

Nil.

5 Public question time

5.1 Responses to questions taken on notice

5.1.1 Ms L Harding, Rivervale

The following question was taken on notice at the 25 August 2026 Ordinary Council Meeting. Ms Harding was provided with a response on 11 September 2026. The response from the City is recorded accordingly:

1. Did the Council ever explicitly agree for the newer approach for City Strategies described by Administration to Elected Members at the Standing Committee (Environmental) meeting on the 24 August 2020, stated as making Strategies more succinct, moving implementation information into operational plans, and having those plans approved by the Executive Leadership Team without Council approval?

Response

There was no requirement for Council to formally approve the newer approach identified in the Minutes of the Standing Committee (Environmental) on 24 August 2020. This was an administrative decision. Council approved the minutes of the Standing Committee (Environmental) understanding the newer approach would be implemented. Subsequent strategies have been presented to and endorsed by Council.

5.1.2 Ms L Hollands on behalf of Belmont Resident and Ratepayers Action Group

The following questions were taken on notice at the 25 August 2026 Ordinary Council Meeting. Ms Hollands was provided with a response on 11 September 2026. The response from the City is recorded accordingly:

1. At the 28 July 2026 Ordinary Council Meeting, I asked a question about the lack of Council motions that have been forthcoming prior to tonight. I provided the *City of Belmont Standing Orders Local Law 2017* which gave the Mayor significant say in what does and does not get onto the agenda. I proceeded to ask the Mayor if the lack of motions were as a result of him not allowing them on the agenda, or whether it was because the Elected Members could not find any motions that could benefit Belmont. The Mayor's response was that he did not believe it was appropriate to say that, and that he found it an unfair question that he was not going to answer. Section 6.2(10)(c) of the Standing Orders requires the Mayor to assist the public to rephrase a question in a manner that is not offensive.

    a) Why did the Mayor not assist me to rephrase the question as per the requirements of the *Standing Orders Local Law 2017* 6.2(10)(c)?

    b) Further, who decided to delete the question I asked from the minutes, and what section of the *Standing Orders Local Law 2017* allows that?

Response

a) Consideration by the Presiding Member to assist with the rephrasing of a question in accordance with Clause 6.2 (10) (c) of the Standing Orders Local Law must be viewed in the context of the overall conduct of Public Question Time and the Presiding Members responsibility to maintain orderly proceedings. The question was not considered to be merely a matter of wording. The Presiding Member formed the view that the question contained assertions and characterisations of Elected Members that were inappropriate and as such, ruled to move to the next question.

b) The *Local Government (Administration) Regulations 1996 (WA)* at regulation 7(1)(a) allows for the Presiding Member to determine the procedures for public question time. The Presiding Member draws the attention of the public gallery to the rules of public question time as written of the Public Question Time Form at every Ordinary Council Meeting. By doing so the Presiding Member is determining the procedures for public question time in accordance with regulation 7(1)(a) of the *Local Government (Administration) Regulations 1996 (WA).*

The question was deemed inappropriate under rule (e) of the rules of public question time and refused by the Presiding Member and therefore not recorded in the minutes.

2. What do I do about the unanswered question?

   a) Why did you not assist me to rephrase the question as per the requirements of the *Standing Orders Local Law 2017* 6.2(10)(c)?

Response

Refer to the response to question 1(a), above.

3. When the Mayor failed to assist me to rephrase my question, Cr Harris asked the following during questions by members without notice at the 28 July 2026 Ordinary Council Meeting, 'how many notices of motion have been excluded from the agenda over the last two years under section 5.3(4)(a) of the *Standing Orders Local Law 2017*?'. The response was that since July 2024, 15 notices of motion were received. Of these, 10 were excluded under section 5.3 of the *Standing Orders Local Law 2017* and presented to Council in a briefing.

   a) Of the 10 notices of motion which were excluded and went to an Information Forum, how many of those have subsequently come to the agenda?

   b) Of the notices of motion that are still waiting to come to the agenda, or will not be on the agenda, on what date was the notice first given from the Elected Member?

Response

a) Since July 2024 to July 2026, 10 notices of motion received in that period were excluded under section 5.3 of *Standing Orders Local Law 2017* and presented to a briefing.

Of the 10 notices of motion that were excluded and presented to a briefing:

- **8 were subsequently withdrawn by the Elected Member**
- **2 progressed to Council for consideration.**

b) A notice of motion, dated 17 July 2026, was presented to the August 2026 Ordinary Council Meeting, which Council resolved to defer to the September 2026 Ordinary Council Meeting. No other notices of motion are waiting to be presented to a Council meeting.

10. At the 28 July 2026 Ordinary Council Meeting, I asked questions about the Belvidere Streetscape Revitalisation Project with specific interest in the area between Keymer Street and Somers Street. I quoted documentation from the 26 August 2025 Ordinary Council Meeting, at page 104 where it stated that the area to be improved was bounded by Keymer Street to the south, and Leake Street in the north-east. This information was also reflected on

the survey that went out for public submissions.

The Belmont Connect page for the Belvidere Streetscape Revitalisation Project identifies that the area between Keymer Street and Somers Street is being included. According to the response, the grant group who was building the new shopping complex wanted to collaborate on the streetscape of the area.

Item 12.4 on the 27 February 2024 Ordinary Council Meeting, which the response referred to had tender documentation for the Belvidere Streetscape Revitalisation Project contained, but no mention of the area between Keymer Street and Somers Street unless that came in as a confidential part of the documentation.

a) On what date did the documentation go out for the public to see prior to it appearing on Belmont Connect?

b) If this additional area was to be done, why was the public not made aware of the area of the entire project back in February 2024?

Response

a) The 27 February 2024 Ordinary Council Meeting report (Item 12.4 – Tender 09/2023 Belvidere Street Revitalisation Design), identifies the project location as:

"Belvidere Street, Belmont – Somers Street to Leake Street."

b) Refer to the answer above, the project area was clear in the 27 February 2024 Ordinary Council Meeting report.

11. Given the Grant Group wanted to collaborate on the Belvidere Streetscape Revitalisation Project;

a) Are they putting any money towards the project?

b) If not, why were they collaborating, and the public finds out after the matter is done?

c) Or did they just say what they wanted with the City footing the whole cost?

Response

a) Grant Group is not providing any financial contribution towards the project.

b) The City engaged with the Grant Group as part of the overall precinct redevelopment project to ensure the streetscape design interfaced appropriately with the proposed building frontage.

c) The City's design decisions were made in accordance with the broader project objectives.

5.1.3 Ms L Hollands, Redcliffe

The following question was taken on notice at the 25 August 2026 Ordinary Council Meeting. Ms Hollands was provided with a response on 11 September 2026. The response from the City is recorded accordingly:

1. When you drive around Belmont, you see a constant supply of rubbish on verges, such as lounge suites and other household furniture. It leaves Belmont looking untidy. The City has an excellent resource for disposal for a lot of items, we have white goods, asbestos and electronic disposal days at the Depot. We have verge collections for things like stoves and fridges via contacting the City and requesting removal. However, there are certain properties that have a constant supply of rubbish on the verge, and presumably the ratepayer is paying for this. Some of these properties are owned by the State.

    a) With the exception of those properties whose rubbish is part of the City's normal waste management, how much does it cost us per year for the collection of the rest, and

    b) How much of the money is reimbursed to the City by the owners of the properties concerned?

    c) Or do we not even chase up the costs?

    d) Or do they not even pay?

Response

a) Items removed from the verge or other areas that are not registered for collection though existing waste services are considered illegal dumping and the cost to the City in 25/26 was $236,144.

b) No costs were recovered in 2025/26.

c) When illegal dumping is reported the first responders are the Rangers who investigate and try to ascertain who may be responsible.

d) In the absence of any evidence there is no further action possible for cost reimbursement.

Officers continue to work towards reducing illegal dumping through education and promotion of its waste services to all residents and property owners encouraging their use for the responsible and coordinated disposal of unwanted items.

5.1.4 Mr M Cardozo, Redcliffe

The following question was taken on notice at the 25 August 2026 Ordinary Council Meeting. Mr Cardozo was provided with a response on 11 September 2026. The response from the City is recorded accordingly:

1. The Matrix records an undertaking to provide a band one comparison of public participation arrangements.
   a) What is the status of that comparison?
   b) Has this been provided to Elected Members?
   c) Will it be made publicly available before council votes tonight?

Response

A benchmarking table providing details of Band 1 Local Government Public Participation opportunities was provided to Elected Members on Friday 21 August 2026 in response to the action agreed to be undertaken. This information is readily available by searching the websites of Band 1 local governments.

5.1.5 Mr M Cardozo on behalf of Belmont East Ward Connect

The following questions were taken on notice at the 25 August 2026 Ordinary Council Meeting. Mr Cardozo was provided with a response on 11 September 2026. The response from the City is recorded accordingly:

1. At the City of Belmont 15 December 2025 Annual Electors Meeting, an Elected Member was able to attend electronically. What equivalent access was available to a community member unable to attend because of a disability?

Response

The *Local Government Act 1995 (WA)* and *Local Government (Administration) Regulations 1996 (WA)* provides for Elected Members to attend meetings by electronic means. There are no similar legislated provisions for members of the public to attend meetings electronically.

2. The City's Access and Inclusion Plan states that people with disability should receive City information in an accessible format and have the same opportunities as others to participate in public consultation. It also says access and inclusion should be considered in the planning, design and implementation of City public participation. When, if ever, has the city

specifically assessed its public meeting and participation arrangements against these outcomes and what were the findings?

Response

A specific assessment of meetings has not been undertaken, however, the following means are provided to promote access and inclusion in legislated Council meetings that are generally open to the public:

- **Council agendas and minutes are available in alternative formats on request (statement regarding alterative formats is included in meeting documents).**
- **Council documents are compatible with screen reader and e-reader technology.**
- **Council meetings are livestreamed, enabling community members to view proceedings remotely.**
- **An auto-generated transcript of the livestream is available.**

Community members may utilise other communication channels to engage with the City and Elected Members, including meeting with, calling, or writing to the Administration and Elected Members.

5.2 Questions from members of the public

6:35pm **The Presiding Member drew the public gallery's attention to the rules of Public Question Time as written in the Public Question Time Form.**

In accordance with rule (l), the Mayor advised that he had registered seven members of the public who had given prior notice to ask questions.

The Presiding Member invited members of the public who had yet to register their interest to ask a question to do so. One further registration was forthcoming.

5.2.1 Mr S Walker, Redcliffe

1. Can Council Members instruct City of Belmont staff to create a mechanism to widen the Belmont Town Centre/ Secondary Centre/ Belmont City Centre boundary to include the northern frame area streets of Robinson Avenue, Laurie Street, and Knutsford Avenue (thus covering the Wright Street properties)?

Response

The Chief Executive Officer stated that consistent with the principles of good governance and the roles established under the *Local Government Act 1995 (WA)*, individual Council Members cannot direct staff.

Council may only provide direction through formal decisions of Council, with any such direction being communicated to the Chief Executive Officer, who is responsible for the management and direction of staff.

The boundary of the Belmont Town Centre has been considered through the preparation of the City's draft Local Planning Scheme.

At its Ordinary Council Meeting on 26 May 2026, Council resolved to adopt the draft Local Planning Scheme for the purpose of public advertising. The draft Scheme proposes to retain the current centre boundary and frame area.

The Department of Planning, Lands and Heritage is currently assessing the draft Local Planning Scheme prior to granting consent to advertise. The community will have a further opportunity to provide input on the proposed centre boundary and other provisions of the draft Scheme once it is advertised.

On this basis it would not be considered appropriate to undertake actions in respect to the matter at this time.

2. As a matter of priority, can Council Members please direct City of Belmont staff to create a mechanism to implement dedicated bus lanes along Wright Street (Abernethy Road –Knutsford Avenue).

Response

The Chief Executive Officer stated that there is insufficient space in the road reserve to develop dedicated bus lanes at this location.

This would be a very expensive development with disruption to existing infrastructure such as the central median and footpaths, along with the requirement to acquire private land.

There would be little benefit for bus lane development over a short length, relative to the high costs involved.

3. Can Council Members direct City of Belmont staff to implement a mechanism to create laneways behind the northern Wright Street properties (Robinson Ave – Belmont Ave –Knutsford Ave) as residential redevelopment needs to occur in a coordinated manner? (before further original homes are demolished).

Response

The Chief Executive Officer stated that the property lots within these street blocks have direct frontage to existing streets.

Accordingly, appropriate vehicle and pedestrian access can be provided from these existing street frontages as part of any future development.

There is therefore no demonstrated need for a laneway at this stage.

The City's draft Local Planning Strategy and draft Local Planning Scheme have also been progressed and do not envisage this outcome.

4. Can Council Members instruct City of Belmont staff to immediately plan & design future layouts to the strategic intersection of Wright Street/Belmont Avenue?

Response

The Chief Executive Officer stated that City is currently working with Main Roads WA to upgrade the existing Traffic Signal facilities at the Wright Street/Belmont Avenue intersection to improve pedestrian movement safety.

No major improvement to the intersection layout is currently contemplated.

5.2.2 Ms L Hollands on behalf of Belmont Resident and Ratepayers Action Group

1. At the July Council meeting, the Mayor deemed one of my questions inappropriate and would not allow me to ask the question. The City has advised that the question was not included in the Minutes as the Mayor had refused the question at the meeting.

    a) What section of the Act or the regulations specifically states that a question that was refused for any reason does not have to appear in the minutes?

Response

The Chief Executive Officer stated that the Rules of Public Question Time are stated by the Presiding Member prior to commencing Public Question Time at meetings. These rules are allowable under the *Local Government (Administration) Regulations 1996 (WA)* (Regulations). At the time the question was asked, the Presiding Member ruled that the question was inappropriate and stated the ruling. Therefore, the question was not included in the Minutes.

2. Is there another piece of legislation that says my question did not need to be included in the Minutes?

Response

The Chief Executive Officer stated that the Regulations allow the Presiding Member to determine the Rules for Public Question Time at the meeting. These rules are stated at the start of every Council meeting which makes them complaint with the *Local Government Act 1995 (WA)*. The Presiding Member exercised their discretion to rule the question out of order in accordance with the Rules of Public Question Time.

3. With regard to the Belvidere Street upgrade, Somers Street to Keymer Street contained within stage 3 was not part of the original proposal and therefore not considered in the cost presented during the public consultation period:

   a) What is the additional cost? or

   b) If there is no additional cost, what was excluded or changed in the original plans that allows there to be no change to the costings when that extra area was not included?

Response

The Director Infrastructure Services stated that the question would be taken on notice.

4. Last meeting I asked how much it costs ratepayers for the collection of rubbish that is not part of the additional services provided by the City for waste removal:

   a) How many different properties had rubbish collected?

   b) How many are repeat offenders?

Response

The Director Infrastructure Services stated that the question would be taken on notice.

5. As standing orders are normally suspended to handle urgent, unexpected or special matters that regular rules do not allow, as opposed to bypassing them on a monthly basis, in essence, to change the existing law, how does this comply with the objective of the *Local Government Act 1995 (WA)* and Regulations?

Response

The Chief Executive Officer stated that the question would be taken on notice.

5.2.3 Ms L Hollands, Redcliffe

1. With regard to the operation of automatic number plate recognition cameras:

   a) How many are operating in the Belmont area?

   b) Where are they located?

   c) Who has access to the data?

Response

The Chief Executive Officer stated that the questions would be taken on notice.

2. With regard to the City of Belmont staff employed in the 2025-26 financial year:

   a) What was the number of staff employed?

   b) What was the expenditure on wages and other costs associated with wages and salaries?

   c) How do the figures compare to the 2024-25 financial year?

Response

The Chief Executive Officer stated that the questions would be taken on notice.

3. With regard to the Belmont Men’s Shed request for funding on the agenda tonight:

    a) What steps has the City taken to provide the Belmont Men’s Shed with a City owned facility or assist with relocation to a more affordable facility?

    b) What assistance has previously been provided to the Belmont Men’s Shed to assist with rent?

    c) When was the previous rent assistance provided?

Response

The Chief Executive Officer stated that the questions would be taken on notice.

5.2.4 Mr B Carey, Belmont

1. In the submission provided by the Belmont Men's Shed, the proposal requested an additional $20,000 to cover a deficit from the last financial year. This is in addition to the funding contained within the Officer's Recommendation in the report.

    Will Council reconsider the proposal that has been recommended by officers to add the additional $20,000 so that it can provide an opportunity for the Men’s Shed to ensure the guarantee of funding capacity to meet obligations?

Response

The Mayor stated that an Alternative Motion has been prepared for Item 12.5 Bemont Men’s Shed Funding Request to address the request for additional funding.

5.2.5 Mr L Rosolin, Belmont

1. With regard to Lot 600 (No. 39) Central Avenue, Ascot at item 12.1 of the Agenda:

    a) Why is the bush land adjacent from the development being cleared for a development?

    b) The lots appear to be 800 metres in size, why have the lots changed from zone R20 to R40?

    c) Who occupied the land prior to the subdivision approved by the Western Australian Planning Commission in 2025?

Response

The Chief Executive Officer stated that the land opposite Garvey Park is no longer under development and will be transferred to the City under a management order as part of Garvey Park. This means that there will be no developments past Coolgardie Avenue.

The Chief Executive Officer stated that the remainder of the questions would be taken on notice.

2. What about the bush land across from Waterview Parade?

Response

The Chief Executive Officer stated that the bush land is designated under the Metropolitan Region Scheme and forms part of Garvey Park.

3. Who will be responsible for approving the division?

Response

The Chief Executive Officer stated that the question would be taken on notice.

5.2.6 Mr M Cardozo, Redcliffe

1. The City's Access and Inclusion Plan estimates that up to 8,023 City of Belmont residents are living with a disability. The Access and Inclusion Advisory Group supports implementation of that plan and includes community members with lived experience of disability, service providers, elected members and City staff. The City has published four meeting dates for the group in 2026, being February, May, August and November.

   Did the scheduled Access and Inclusion Advisory Group meetings in February, May and August take place?

Response

The Acting Director Development and Communities stated that the meetings did occur and the next meeting will be held in November.

2. Has the Access and Inclusion Advisory Group itself raised or provided any advice to the Administration about accessibility to Annual Electors' Meetings?

Response

The Chief Executive Officer stated that to his knowledge the Access and Inclusion Advisory Group had not provided information relating to accessibility of the Annual Electors' Meetings.

3. Has the City's Administration ever specifically asked the Access and Inclusion Advisory Group for its advice about accessibility to Annual Electors' Meetings?

Response

The Chief Executive Officer stated that to his knowledge it had not occurred.

4. Was the Access and Inclusion Advisory Group specifically consulted when the City's Livestreaming Policy was recently reviewed?

Response

The Chief Executive Officer stated that the question would be taken on notice.

5.2.7 Mr M Cardozo on behalf of Belmont East Ward Connect

1. The City's Access and Inclusion Plan says people with disabilities should receive information in an accessible format and have the same opportunities to participate in public consultation. The Plan itself specifically recognises audio as an accessible format.

   To be clear, I'm not asking about physical access to the building and I'm not asking for members of the public to participate electronically or remotely.

   a) When the Administration developed the proposed Public Statement Time registration process, was accessibility for a person who cannot register in writing because of disability considered?

Response

The Chief Executive Officer advised that the accessibility of the registration process was not considered during the drafting of the Rules of Public Statement Time, as the report was prepared in response

to a Council resolution to undertake a six-month trial which included introducing Public Statement Time.

2. An Elected Member has previously participated remotely in an Annual Electors' Meeting held in the Function Room:

   a) Does the Function Room have the technical capability to allow someone outside the room to hear the proceedings in real time?

Response

The Chief Executive Officer stated that the question would be taken on notice.

3. Whether or not the capability currently exists, what would it cost to provide real-time listen-only access for a person who cannot physically attend because of a disability in the Function Room?

Response

The Chief Executive Officer stated that the question would be taken on notice.

4. People with Disabilities WA is a disability advocacy organisation located in the Belmont Hub.

   a) Has the City ever sought its advice about accessibility to Annual Electors' Meetings?

Response

The Chief Executive Officer stated that the question would be taken on notice.

5.2.8 Ms J Gee, Cloverdale

1. With regard to NDIS properties such as the two on Abernethy Road that are currently unoccupied by NDIS tenants:

   a) Are Council and Councillors aware of other local governments that have NDIS properties such as the two on Abernethy Road that are standing empty?

Response

The Chief Executive Officer stated that the City does not have the data in relation to other local governments.

2. What will be done, or is being done to ensure that NDIS properties do not remain vacant or used for other purposes in Belmont, especially on Abernethy Road?

Response

The Chief Executive Officer stated that the question would be taken on notice.

7:05pm As there were no further questions, the Presiding Member declared Public Question Time closed.

6 Confirmation of Minutes/receipt of Matrix

6.1 Matrix for the Agenda Briefing Forum held 15 September 2026

Officer Recommendation
Sessions moved, Davis seconded That the Matrix of the Agenda Briefing Forum held on 15 September 2026, as printed and circulated to all Elected Members, be received and noted. **Carried Unanimously 9 votes to 0** For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions Against: Nil

6.2 Ordinary Council Meeting held 25 August 2026

Officer Recommendation
Sekulla moved, Kulczycki seconded That the Minutes of the Ordinary Council Meeting held on 25 August 2026, as printed and circulated to all Elected Members, be confirmed as a true and accurate record. **Carried Unanimously 9 votes to 0** For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions Against: Nil

7 Questions by Members on which due notice has been given (without discussion)

Nil.

8 Questions by members without notice

8.1 Responses to questions taken on notice

Nil.

8.2 Questions by members without notice

Nil.

9 Business adjourned from a previous meeting

Nil.

10 New business of an urgent nature approved by the person presiding or by decision

Nil.

11 Reports of committees

Nil.

12 Reports of administration

Withdrawn Items

Item 12.1 was withdrawn at the request of Cr Sessions
Item 12.5 was withdrawn at the request of Cr Sessions
Item 12.6 was withdrawn at the request of Cr Sessions
Item 12.8 was withdrawn at the request of Cr Kulczycki
Item 12.9 was withdrawn at the request of Cr Harris

Sessions moved, Davis seconded

That with the exceptions of Items 12.1, 12.5, 12.6, 12.8 and 12.9, which are to be considered separately, the Officer Recommendations for Items 12.2, 12.3, 12.4, 12.7, 12.10 and 12.11 be adopted en bloc.

Carried Unanimously 9 votes to 0

For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Nil

7:10pm The Manager Safer Communities departed the meeting and did not return.

12.1 Naming of Common Property Accessway at Lot 600 (No. 39) Central Avenue, Ascot and Amendment to Council Policy 56

Voting Requirement	:	Simple Majority
Subject Index	:	20/004
Location/Property Index	:	Lot 600 (No. 39) Central Avenue, Ascot
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	23 April 2024 – Item 12.3 26 May 2026 – Item 12.5.1
Applicant	:	Land Division
Owner	:	East End Land Pty Ltd
Responsible Division	:	Development and Communities

Council role

Legislative	The making and adopting of local laws, local town planning schemes and Council policies.

Purpose of report

For Council to endorse a preferred name and alternative name for the common property accessway associated with Lot 600 (No. 39) Central Avenue, Ascot, and approve an administrative update to Council Policy 56 – Naming or Renaming of Roads, Parks and Reserves.

Summary and key issues

- The Western Australian Planning Commission (WAPC) has approved two subdivisions over Lot 600 (No. 39) Central Avenue, Ascot.
- The approved subdivisions include a common property accessway between Central Avenue and Bulong Avenue.
- Although the accessway will remain common property rather than a dedicated public road, Landgate has recommended that it be named to assist with addressing, mail delivery and emergency services.
- The City is responsible for proposing road names in accordance with Landgate’s policies and standards.

- Officers have assessed names contained within the Council-endorsed Schedule of Names and identified Liepa Lane as the preferred name, with Caisley Lane as an alternative.
- It is recommended that Council endorse the proposed road names for submission to Landgate's Geographic Names Committee for review and final adoption.
- It has also been identified that a commemorative name previously endorsed by Council was inadvertently omitted during the 2026 policy review. It is recommended that Council endorse an update to Council Policy 56 - Naming or Renaming of Streets, Parks and Reserves to reinstate the commemorative name.

Note:

Mayor Rossi put forward the following Alternative Motion.

Alternative Motion

Sessions moved, Sekulla seconded

That Council:

1. Endorse the preferred name of Liepa Lane.
2. Endorse Caisley Lane as an alternative name.
3. Authorise the Chief Executive Officer to forward the names to Landgate for review and approval in accordance with the Landgate Polices and Standards for Geographical Naming in Western Australia.
4. Endorse an amendment to Council Policy 56 – Naming or Renaming of Roads, Parks and Reserves to reinstate Simone McMahon as a commemorative name.
5. Commence a minor review of CP 56 – Naming or Renaming of Roads, Parks and Reserves and CP57- City Facilities – Naming Policy to come to Council in 2027 as part of the biennial review which will allow for names to be included as part of an archival list contained within the policies following application of the name.

Carried Unanimously 9 votes to 0

For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Nil

Reasons:

- To clearly identify the use of a name with regard to naming of facilities, roads, parks and reserves within the City.
- To provide the community with easily accessible records of names that have been used in accordance with the abovementioned policies.

Officer Recommendation

That Council:

1. Endorse the preferred name of Liepa Lane.
2. Endorse Caisley Lane as an alternative name.
3. Authorise the Chief Executive Officer to forward the names to Landgate for review and approval in accordance with the Landgate Polices and Standards for Geographical Naming in Western Australia.
4. Endorse an amendment to Council Policy 56 – Naming or Renaming of Roads, Parks and Reserves to reinstate Simone McMahon as a commemorative name.

Location

The proposed common property accessway is located within Lot 600 (No. 39) Central Avenue, Ascot, between Central Avenue and Bulong Avenue, as shown in Figures 1 and 2.



Figure 1 - Aerial of the Subject Site



Figure 2 - Location of Proposed Common Property Accessway (outlined red)

Consultation

Officers have engaged with Landgate regarding the proposed naming of the common property accessway, the suitability of the proposed names and associated consultation requirements.

Landgate has advised that public consultation is not required in this instance as the accessway forms part of a new subdivision and there are no existing properties, residents or businesses directly affected by its naming. The proposed names have also been selected from Council's endorsed Schedule of Names.

Landgate's Policies and Standards require consultation with immediate family members where a commemorative name relates to a person who has been deceased for less than ten years. Liepa was previously included in Council's Schedule of Names following nomination by an immediate family member. Landgate has advised that this satisfies the family consultation requirement and no further consultation is required. Notwithstanding this, officers have contacted the Liepa family to advise them that use of the name is being progressed.

Accordingly, if Council endorses the proposed names, no further public or family consultation will be undertaken prior to referral to Landgate for final approval.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Place

Outcome: 6. Sustainable population growth with responsible urban planning.

Outcome: 8. A city that is easy to get around safely and sustainably.

Policy implications

Policies and Standards for Geographical Naming in Western Australia

Landgate's Policies and Standards for Geographical Naming in Western Australia provide the requirements for the naming of roads and other geographic features.

Road names are required to be short, easy to pronounce, spell and write, and use an appropriate road type having regard to the function and characteristics of the road.

Where a proposed road name is intended to commemorate a person, Landgate requires the person to be deceased and considers matters including family consultation, demonstrated achievement, a direct and long-term association

with the locality, contribution to the area, public interest and community support.

The proposed names have been assessed against these requirements, together with potential duplication or similarity with existing road names, and are considered suitable for further consideration by Landgate.

Council Policy 56: Naming or Renaming of Streets, Parks and Reserves

Council Policy 56 – Naming or Renaming of Streets, Parks and Reserves (CP 56) provides guidance for the naming or renaming of streets, parks, and reserves in the City of Belmont. The Council Policy is to be read in conjunction with the requirements listed in Landgate's Policies and Standards.

The Policy provides that names be drawn from the following sources:

- The Schedule of Names which has been endorsed by Council.
- If the name is not included on the Schedule of Names, it shall be drawn from the following sources:
    - Surnames of people, who in the opinion of Council, made an outstanding contribution to the community of the City of Belmont.
    - Aboriginal (Noongar) and common names of places, flora, fauna that has been or is currently existing in the City of Belmont.
    - Horses that have won two or more major racing events.

Section 3 of CP 56 outlines the road naming process. Following endorsement by Council, the proposed names are submitted to Landgate for final assessment in accordance with Landgate's Policies and Standards, with Landgate ultimately responsible for approving and adopting the road name.

Statutory Environment

Land Administration Act 1997 (WA)

Landgate acts on behalf of the Minister for Lands to administer the formal approval of geographical names. Proposed names are required to be endorsed by the relevant local government before being submitted to Landgate for final approval.

Background

In May 2026, the WAPC granted conditional approval to two subdivision applications over Lot 600 (No. 39) Central Avenue, Ascot. The subdivisions will create 26 residential lots, nine of which will obtain access from a new common

property accessway between Central Avenue and Bulong Avenue, as shown in Figure 3 and Figure 4.

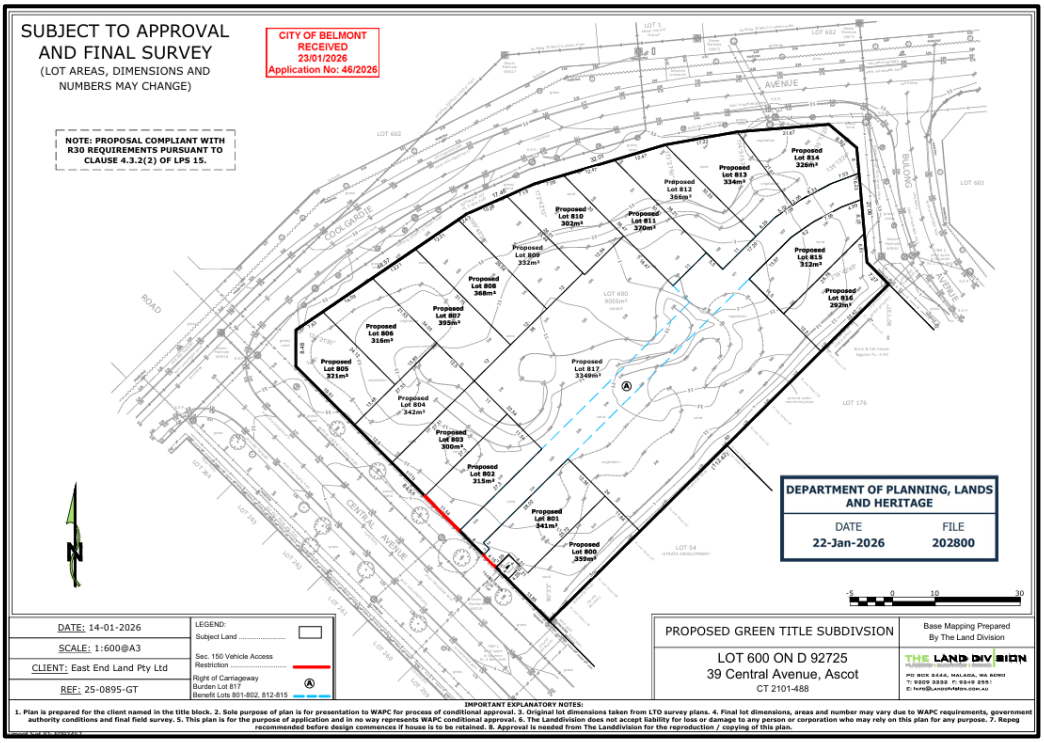


Figure 3 – WAPC Ref: 202800

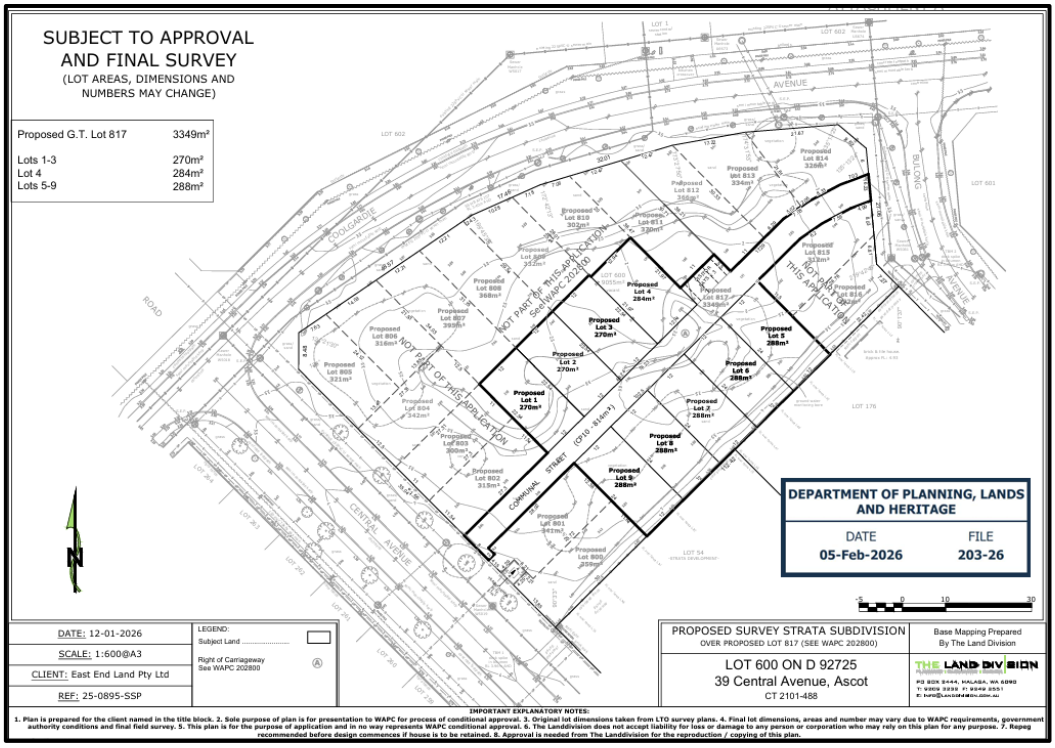


Figure 4 - WAPC Ref: 202-26

In July 2026 the project surveyor contacted the City requesting that a name be assigned to the accessway. Landgate subsequently advised that naming the accessway is recommended to assist with addressing, mail delivery and emergency services.

Although the accessway has not yet been constructed, consideration of the name at this stage will allow it to be assigned as part of the subdivision implementation process.

Report

Rationale for Proposed Names

Consistent with CP 56, Officers reviewed the names identified in the City's Schedule of Names for Roads, Parks and Reserves. The names were initially assessed using Landgate's online preliminary validation tool to identify potential conflicts with existing road names.

A number of names were excluded at this stage due to existing or sufficiently similar road names, with the remaining names progressing for further assessment.

The names that passed preliminary validation were subsequently assessed against the relevant requirements of CP 56 and Landgate's Policies and Standards. Consideration was given to each name's historical significance, contribution to the City of Belmont and its relationship to the locality surrounding the proposed road.

Following this assessment and discussions with Landgate officers, Caisley and Liepa were identified as the two most suitable options. The rationale for each proposed name is outlined below.

Liepa

Edmund (1915–1999) and Vera (1909–2018) Liepa were born in Latvia and migrated to Redcliffe, Western Australia, in 1949. Following their arrival at Fremantle Port, they were accommodated at the Redcliffe Migrant Camp (Dunreath Migrant Hostel) on Stanton Road.

Mr Liepa is best known for his cabinet-making skills and operated a small workshop from the family home on Bulong Avenue, Redcliffe. Much of his furniture can still be found in residences across the Redcliffe and Ascot areas.

Mrs Liepa was known for assisting local dairy farmers, particularly in the production and sale of yoghurt and cottage cheese. Together, Mr and Mrs Liepa contributed to the construction of several homes in the area and supported migrant families from Latvia, Poland, Ukraine, Germany and Russia as they settled in the district.

The proposed road will provide access between Central Avenue and Bulong Avenue. The Liepa family's home and business were located on Bulong Avenue, albeit on the southern side of the highway, giving the name a particularly strong geographical connection to the surrounding locality.

The name Liepa was included in the Schedule of Names within CP 56 at the Ordinary Council Meeting of 25 March 2014 (Item 12.2), following its nomination by Mrs Rusling, a daughter of Edmund and Vera Liepa. As the name was nominated by an immediate family member, Landgate has advised that further family consultation is not required. Notwithstanding this, officers have contacted the Liepa family to advise them that use of the name is being progressed.

Landgate has undertaken a preliminary review and advised that Liepa is suitable for use as a road name for commemorative purposes. The name satisfies the commemorative naming criteria through the Liepas' long-term association with the locality and their contributions to the local community, including their support for migrant families.

Caisley

Caisley's Bus Service was the first bus service to operate in Belmont, commencing in 1924. The business initially operated taxis before expanding to charabancs, an early form of bus transport. Its first route operated from the Causeway through Belmont towards Guildford, with services later extending into the Perth Hills.

Caisley's Bus Service was purchased by Beam Services in 1937 and subsequently acquired by the Metropolitan Transport Trust, now the Public Transport Authority. The original depot was located on Redcliffe Road, Redcliffe, at the site of the present-day Public Transport Authority depot.

Following consultation with Landgate Officers, Caisley is considered suitable for the proposed road name due to the business's significant historical association with the City of Belmont and its contribution to the history and development of the local area.

While Caisley has a strong historical association with the City of Belmont, its connection to the subject site is less direct than that of Liepa. Accordingly, Caisley is considered a suitable alternative to the preferred name.

Road Typology

The proposed accessway will be narrow and function as a local access route serving the adjoining residential lots. Landgate's Policies and Standards support the use of "Lane" as the road type in such circumstance.

Amendment to Council Policy 56

During the preparation of the naming proposal, officers identified that the name Simone McMahon is no longer included in the current version of CP 56.

Council had previously endorsed Simone McMahon as a commemorative name at its Ordinary Council Meeting on 23 April 2024 (Item 12.3), with the name included in CP 56 following that decision.

As part of the Council Policy Review – Tranche Two in 2026, CP 56 was reviewed and subsequently adopted by Council at its Ordinary Council Meeting on 26 May 2026 (Item 12.5.1). The adopted version did not include Simone McMahon.

It is recommended that Simone McMahon be reinstated in CP 56, consistent with Council's resolution of 23 April 2024.

Conclusion

Having regard to the above assessment, both names satisfy the requirements of Landgate's Policies and Standards and CP 56 and are considered suitable for use. Liepa is considered the most appropriate name, having the strongest connection to the locality. Caisley is also considered suitable as an alternative name.

It is also recommended that CP 56 be amended to reinstate Simone McMahon in the Schedule of Names.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title
Nil

12.2 Community Service Awards 2026

Voting Requirement	:	Simple Majority
Subject Index	:	74/010
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	28 July 2015 Ordinary Council Meeting Item 10.2
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Development and Communities

Council role

Overseeing Overseeing the allocation of the City's finances and resources e.g. setting the annual budget, accepting tenders, determining what services and facilities the City is to provide, annual reports, selecting the CEO and reviewing the CEO's performance.

Purpose of report

For Council to approve the recommendation made by the Assessment Panel regarding the 2026 Community Service Award nominations.

Summary and key issues

The City's Community Service Awards are intended to acknowledge the outstanding service provided to the community by individual persons and community groups.

Nominations for seven individuals and one group were received.

Nominations were assessed in accordance with the Award Guidelines (see Attachment 12.2.1) by a panel comprising the Manager Economic and Community Development, Manager Library, Culture and Place, Manager Parks, Leisure and Environment, and Coordinator Community Development.

Nominees, recommendations and their individual scores are captured in Confidential Attachment 12.2.2.

Officer Recommendation

That Council endorses the recipients of the 2026 Community Service Awards as detailed in Confidential Attachment 12.2.2 and that the names of the recipients remain confidential until presented at the Civic Dinner scheduled for December 2026.

Officer Recommendation adopted en bloc by Absolute Majority - Refer to Resolution appearing at Item 12.

Location

Not applicable.

Consultation

Internal

The internal Assessment Panel met to review nominations and make a recommendation on award recipients.

External

The call for nominations was promoted throughout May and June 2026 via the City of Belmont website and social media channels, as well as PerthNow and email. Hard copies of Guidelines and Nomination Forms were distributed to relevant networks and groups such as the City's Advisory Groups.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: People

Outcome: 2. A strong sense of pride, belonging, and creativity.

Outcome: 3. People of all ages and abilities feel connected and supported.

Policy implications

There are no policy implications associated with this report.

Statutory environment

There are no specific statutory requirements in respect to this matter.

Background

The Community Service Awards were initiated in 1977 to recognise and acknowledge services performed by community members and organisations, with five people receiving the inaugural Award. From 1977 to 2025, there have been 126 awards presented with four recipients receiving the award twice.

Most of the awards have been presented to individuals with only four organisations receiving the Award, those being Nulsen Haven (1982), Belmont Community Food Centre (2000), Rotary Club of Belmont, WA (2024) and Befriend Belmont (2025).

The following criteria are applied in considering nominations:

1. The contribution made should be of benefit to the citizens of the City of Belmont.
2. Remuneration of an incidental nature will not exclude a nominee from eligibility.
3. Nominations can be made in more than one category for any one nominee. Each nomination must be specific to the category for which the nomination has been submitted.

The following award categories have been defined to include people contributing in the separate areas of:

- **Aged:** This category applies to an individual/community group who contributes within the aged sector (i.e. pensioner groups, activities and services for seniors).
- **Community Service:** This category applies to an individual/community group who contributes within the community (i.e. emergency service volunteer, support personnel, religious organisations, culturally diverse communities, charity groups, schools).
- **People Who Make a Difference:** This category applies to an individual/community group who has made an exceptional impact, by going above and beyond their duties, and making a significant difference in their local community by assisting others.
- **Sport and Recreation, Arts and Culture:** This category applies to an individual/community group who contributes to organisations such as sporting and recreational clubs as well as arts and culture clubs and organisations.

- **Youth:** This category applies to an individual/community group who supports organisations such as girl guides, scouts, youth clubs, youth centres, schools etc.

Report

The assessment of the 2026 Community Service Awards was conducted using the selection criteria as resolved by the Council at its 28 July 2015 Ordinary Council Meeting (Item 10.2).

The Selection Panel comprised the Manager - Economic and Community Development, Manager - Library, Culture and Place, Manager – Parks, Leisure and Environment and Coordinator – Community Development.

Nominees, recommendations and scores are detailed in Confidential Attachment 12.2.2. A list of recipients for the last 10 years is provided under Attachment 12.2.3.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

The City's Community Service Awards acknowledge the outstanding service given to the community by individual persons and community groups. The awards provide a sense of community and enhance the public image of Belmont. Further, the awards show public support for persons and community groups, further encouraging Civic participation and volunteering.

Attachment details

Attachment No and title
1. Community Service Awards 2026 Guidelines [**12.2.1** - 5 pages]
2. CONFIDENTIAL REDACTED - Community Service Awards 2026 - Nominations and Recommendations (Confidential matter in accordance with Local Government Act 1995 (WA) Section 5.23(4)(b)) [**12.2.2** - 5 pages]
3. Community Service Awards Recipients 2016-2025 [**12.2.3** - 2 pages]

City of Belmont

2026 Community Service Awards

Guidelines



Publication date: 09/03/26

Contents

Community Service Awards 2
Nomination Categories 2
Aged 2
Community Service 2
People Who Make a Difference 2
Sport and Recreation (Including Arts and Culture) 2
Youth (25 years and under) 2
Nomination Guidelines 3
Nominations 3
Supporting documentation 3
Selection Criteria 3
Selection Panel 3
Assessment 4
Submitting a nomination 4
Contact Details 4

.

Community Service Awards

The City of Belmont takes great pride each year to honour those hard-working community minded volunteers who contribute significant time and expertise for the benefit of the Belmont community.

The Community Service Award process was initiated in 1977 to recognise and acknowledge volunteer services performed by community members/organisations, with five people receiving the inaugural Award. Since 1977 and up to 2025, there have been 119 Awards presented with four recipients receiving the Award twice.

Nomination Categories

The below listed categories can apply to individuals as well as community groups.

Aged

This category applies to an individual/community group who contributes within the aged sector i.e., activities and services for seniors.

Community Service

This category applies to an individual/community group who contributes within the general community i.e. emergency service volunteer, support workers, religious organisations, culturally diverse communities, charity groups, schools.

People Who Make a Difference

This category applies to an individual/community group who has made an exceptional impact, by going above and beyond their duties and making a significant difference in their local community by assisting others.

Sport, Recreation, Arts and Culture

This category applies to an individual/community group who contribute(s) to sporting and recreational clubs as well as arts and culture clubs and organisations.

Youth (25 years and under)

This category applies to an individual/community group who supports organisations such as youth clubs, youth centres, schools etc.

Nomination Guidelines

Please read the Guidelines carefully. Each nomination must contain a completed nomination form. Please provide all relevant details enabling the selection panel to comprehensively evaluate each nominee. For the nomination to be accepted, it must be received by the City's officers by **5pm on Tuesday, 30 June 2026.**

Nominations

1. Nominations must be signed by the nominator. (paper format only)
2. Individuals/community groups cannot nominate themselves.
3. Nominators must not be related to the nominee.
4. Members of the selection panel are not eligible for nomination.

Supporting documentation

The inclusion of supporting material will strengthen your nomination and give the selection panel a clearer idea of why you believe the nominee should receive the award. This may include:

- Personal references or endorsements
- Portfolios
- Photographs
- Newspaper article or
- Anecdotal material.

Selection Criteria

1. The contribution made should be of benefit to the citizens of the City of Belmont (must have provided services to the residents of the City of Belmont).
2. The contribution should be voluntary and not in a paid role (however, remuneration of an incidental nature will not exclude a nominee from eligibility).
3. It is important that the nominee's voluntary work aligns with the City's values of:
   - **Collaboration:** We work together openly and inclusively to achieve shared outcomes.
   - **Integrity:** We act ethically and consistently – doing what we say we will do, even when it's challenging.
   - **Respect:** We treat everyone with dignity, empathy and fairness.
   - **Community:** We put people at the heart of everything we do and build strong relationships to deliver positive outcomes.
4. Nominations can be made in more than one category for any one nominee. Each nomination must be specific to the category for which the nomination has been submitted.

Selection Panel

1. The panel consists of the following members:
   - Manager Economic and Community Development (or proxy)
   - Coordinator Community Development (or proxy)
   - Manager Library Culture and Place (or proxy)
   - Manager Parks, Leisure and Environment (or proxy)
2. The panel reserves the right to seek additional information from various sources to ensure an informed decision is made regarding a nomination.

3. The panel will provide its recommendation to the full Council for endorsement before any announcements are made.
4. The panel reserves the right to not recommend any of the nominees as award recipients.

Assessment

1. The selection panel will select award recipients based on the following criteria:
    - The nominee's contribution being significant and meritorious and regarded as a praiseworthy contribution.
    - The significance and scope of contribution
    - The length of time (years) and the number of hours per week the nominee has contributed.
    - The nominee's contribution aligning with the City's values.
    - The level of impact because of the nominee's contribution.
2. Recommendations will be provided to the full Council for endorsement.
3. Nominations that do not address each question listed within the nomination form may not be eligible for consideration.

Submitting a nomination

1. All nominations need to be received by the City's officer by **5pm on Tuesday, 30 June 2026.**
2. All nominations are to be submitted on the online form or on the attached nomination form.
3. Nomination forms and any supporting documentation (where applicable) can be submitted in any of the below ways:

    - Online www.belmont.wa.gov.au/csa-form
    - Email community.development@belmont.wa.gov.au
    - In person City of Belmont Civic Centre
215 Wright Street
Cloverdale WA 6105
    - Post Economic and Community Development
City of Belmont
Locked Bag 379
Cloverdale WA 6985

    If any of these options aren't suitable for you, please call 9477 7448 to discuss.

4. It is the nominator's responsibility to ensure that the City receives their nomination.

Contact Details

Should you have any queries regarding the Community Service Awards, please contact the City's Economic and Community Development team via phone on 08 9477 7448 or email at community.development@belmont.wa.gov.au

Community Service Awards

Past Recipients 2016-2025:

Year	Recipients
2025	Community Service • Louise Percy • Ron Young • Fred Goh • Befriend Belmont People who make a difference • Brenda Greenfield Sports and Recreation & Arts and Culture • Brendan O'Mahoney
2024	Honorary Freeman • Phil Marks Community Service • Stuart Romero • Brad Webster People / Organisations that make a difference • Wendy Parsons • John Arthur • Rotary Club of Belmont, WA Sports and Recreation & Arts and Culture • Marianne Patullo • Lyn Chandler
2023	No award issued
2022	Aged • Suzanne Britton Community Service • Shan Chandran People who make a difference • Sandie Thorne
2021	No award issued

2020	No award issued
2019	Community Service • Brian Carey • Joan Hill Youth • Jarrad Smith
2018	Aged • David McKinlay People who make a difference • Carl Lemnell • Mike Slingsby
2017	Aged • Gwen Davies People who make a difference • Eileen Evert • Sahra Abdi • Dr Pradeep Jayasuiya Sports and Recreation • Anne Latter
2016	Aged • Jack Paynter • Maureen Hooper Community Service • Eric and Beryl Rumbold People who make a difference • Toni Pikos-Sallie

12.3 City of Belmont 2026 NAIDOC Community Award

Voting Requirement	:	Simple Majority
Subject Index	:	51/032
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Development and Communities

Council role

Overseeing	Overseeing the allocation of the City's finances and resources e.g. setting the annual budget, accepting tenders, determining what services and facilities the City is to provide, annual reports, selecting the CEO and reviewing the CEO's performance.

Purpose of report

For Council to endorse the recommended Award Recipients for the City of Belmont 2026 NAIDOC Community Award.

Summary and key issues

The City of Belmont NAIDOC Community Award recognises outstanding contributions by Aboriginal and Torres Strait Islander individuals and organisations over the previous 12 months across areas such as culture, education, community service, sport, business and organisational leadership.

Nominations for the 2026 Award were open from 1 June to 14 July 2026, with three nominations received. Full details of the nomination are outlined in Confidential Attachment 12.3.1.

In accordance with the Award Guidelines in Attachment 12.3.2, nominations were assessed by the Manager Economic and Community Development and Coordinator Community and Cultural Engagement against criteria including the significance, scope and merit of each nominee's contribution to the community.

As in previous years, the Award will be announced at the City of Belmont Civic Dinner held in December 2026, alongside the Community Service Awards.

Officer Recommendation

That Council endorses the recommended recipients of the City of Belmont 2026 NAIDOC Community Award as outlined in Confidential Attachment 12.3.1 and that the names of the recipients remain confidential until announced at the City of Belmont Civic Dinner in December 2026.

Officer Recommendation adopted en bloc - Refer to Resolution appearing at Item 12.

Location

Not applicable.

Consultation

External

The call for nominations was promoted from 1 June to Tuesday, 14 July 2026 via the City of Belmont website and emailed to key community development stakeholders, including schools and service providers. Hard copies of the Guidelines and Nomination Form were distributed to relevant networks and groups, including the City's Aboriginal Advisory Group.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: People

Outcome: 2. A strong sense of pride, belonging and creativity.

2.2 Increase recognition and respect for local First Nations peoples, places and stories.

Outcome: 3. People of all ages and abilities feel connected and supported.

Policy implications

There are no policy implications associated with this report.

Statutory environment

There are no specific statutory requirements in respect to this matter.

Background

The City of Belmont NAIDOC Community Award was established to recognise the outstanding contributions of Aboriginal and Torres Strait Islander individuals within the local community. The first award was presented in 2012 and has been presented annually since.

A record of recipients over the past 10 years is provided in Attachment 12.3.3.

Report

Three nominations were received for the City of Belmont 2026 NAIDOC Community Award across the Education, Culture and Organisational Leadership categories and were assessed against the selection criteria outlined in the Award Guidelines (Attachment 12.3.2).

The assessment was conducted by the Manager Economic and Community Development and Coordinator Community and Cultural Engagement.

The following criteria from the Guidelines were applied in considering nominations:

1. The contribution made by the nominee must benefit residents of the City of Belmont for a period of not less than one year.
2. The nominee must be a resident of the City of Belmont, work in or attend an educational institution, or participate in an organisation within the City of Belmont.
3. The award may be presented in respect of achievement in any of the listed categories.
4. Nominees must identify as Aboriginal and/or Torres Strait Islander and be accepted by the Aboriginal and/or Torres Strait Islander community as such.
5. Nominations must clearly demonstrate how the nominee has been exceptional in the category for which they are being nominated.
6. The nominee should be regarded as a role model within the Belmont community.

Details of the nominees, the scoring and recommendations are provided in Confidential Attachment 12.3.1.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

The City of Belmont NAIDOC Community Award provides positive social outcomes by recognising and celebrating the achievements, leadership and contributions of Aboriginal and Torres Strait Islander community members. This aligns with the City of Belmont's First Nations Strategy Priority Area 1.3, which promotes and celebrates local First Nations peoples' achievements, contributions, cultures and heritage.

Attachment details

Attachment No and title
1. CONFIDENTIAL REDACTED - NAIDOC Community Award 2026 - Nominations and Recommendations (Confidential matter in accordance with Local Government Act 1995 (WA) Section 5.23(4)(b)) [**12.3.1** - 2 pages]
2. NAIDOC Community Award Guidelines and Nomination Form [**12.3.2** - 5 pages]
3. NAIDOC Community Award Recipients 2016-2025 [**12.3.3** - 1 page]

City of Belmont 2026 NAIDOC Community Award

Guidelines and Nomination Form

Guidelines

Please read the guidelines carefully and ensure that you complete all questions in full. Provide all relevant details to enable the selection panel to comprehensively evaluate each nominee. For the nomination to be accepted, it must be received by the closing date on the website. The City of Belmont NAIDOC Community Award recognises the personal achievements of an Aboriginal and/or Torres Strait Islander community member over the past 12 months. The Award recipient will be announced at the City of Belmont Civic dinner held in December.

Nomination Categories

The Award may be in respect of achievement in any of the following categories:

- **Art:** Contributions to an arts club or organisation, or exceptional performance in this area.
- **Business:** Contributions to business development or exceptional performance in this area.
- **Community Service:** Contributions within the general community, including emergency service volunteers, support workers, religious organisations, culturally diverse communities, charity groups, and schools.
- **Culture:** Contributions to the promotion of culture and knowledge.
- **Education:** Contributions to an educational organisation or exceptional performance in this area.
- **Music:** Contributions to a music group or organisation, or exceptional performance in this area.
- **Organisation:** Aboriginal and/or Torres Strait Islander-led organisations providing high-standard services with positive social impact in the City of Belmont area.
- **Sport:** Contributions to sporting and recreational clubs, or exceptional performance in this area.

Supporting Documentation

Including supporting material will strengthen your nomination and give the selection panel a clearer idea of why you believe the nominee should receive the award. This may include:

- Personal references or endorsements
- Photographs
- Anecdotal material.
- Portfolios
- Newspaper articles

Selection Criteria

The following criteria must be addressed when completing the Nomination Form:

1. The contribution made by the nominee should benefit the residents of the City of Belmont for a period of not less than one year.
2. The nominee must be a resident of the City of Belmont, work in or attend an educational institution, or participate in an organisation within the City of Belmont.
3. The award may be in respect of achievement in any of the listed categories.
4. Nominees must be Aboriginal and/or Torres Strait Islander (i.e., they must identify as Aboriginal and/or Torres Strait Islander and be accepted by the Aboriginal and/or Torres Strait Islander community as such).
5. State how the nominees exceeded in the category they are being nominated for.
6. State how the nominee demonstrates being a role model in the Belmont area.
7. Provide examples of the nominee's achievements in the selected category and note any awards they have received.

Selection Panel

1. All nominations received will be assessed by the following City's officers:
    - Manager Community Development
    - Coordinator Community and Cultural Engagement
2. The panel reserves the right to seek additional information from various sources (e.g., Aboriginal Advisory Group) to ensure an informed decision is made regarding a nomination.
3. The panel reserves the right to not recommend any of the nominees as award recipients.

Assessment

1. The selection panel will select award recipients based on :
    - The nominee's contribution/achievements being significant and meritorious and regarded as a praiseworthy contribution.
    - The significance and scope of the contribution and/or achievement.
2. Nominations that do not address each question listed within the Nomination Form may not be eligible for consideration.
3. Recommendations will be provided to the full Council for endorsement.

NAIDOC Community Award
Nomination Form

Nominations can also be lodged via webform at www.belmont.wa.gov.au/naidoc-award

1. Nomination Category (please place a cross x in an appropriate box)

☐	Art	☐	Business
☐	Community Service	☐	Culture
☐	Education	☐	Music
☐	Organisation	☐	Sport

2. Selection Criteria

☐ The Nominee is an Aboriginal and/or Torres Strait Islander (i.e. they must identify as Aboriginal and/or Torres Strait Islander and be accepted by the Aboriginal and or Torres Strait Islander Community).

☐ The contribution made by the Nominee has benefited the residents of the City of Belmont for a period of not less than 12 months.

The Nominee is:

☐ a resident of the City of Belmont

Or

☐ works in or attends an educational institution or participates in an organisation within the City of Belmont

3. Details of the individual being nominated

Nominees Name			
Address			
Suburb			
State	WA	Postcode	
Phone (Home)		Mobile	

4. Nominator's Details:

Your Name			
Home Address			
Suburb			
State	WA	Postcode	
Phone (Home)		Mobile	
What is your relationship to the nominee			

5. Highlight the nominee's achievements in the selected category

6. How has the nominee's contribution/achievement benefited the City of Belmont community?

7. Any other relevant background information?

Note: If required, please attach additional pages to this nomination

Checklist

Before you apply, please ensure you have:

☐ **Completed the nomination form by including all relevant details.**

☐ **Attached any supporting documentation to assist with the nomination**

Nomination Declaration

☐ **I declare that the information provided is correct to the best of my knowledge.**

Name _____ Date _____

Signature

_____

Please submit your application by 5pm Tuesday, 14 July 2026 in one of the below ways

- **In person**
City of Belmont Civic Centre - 215 Wright Street Cloverdale WA 6105

- **Post Economic and Community Development**
City of Belmont Locked Bag 379 Cloverdale WA 6985

- **Email**
community.development@belmont.wa.gov.au

NAIDOC Community Award

Past Award Recipients 2016-2025:

Year	Recipient
2025	Hannah Collard
2024	Delma Balchin
2023	Brenda Greenfield
2022	Kayley Emery
2021	Kobi Morrison
2020	Tamara Parker and Ann Hawke
2019	Neil Coyne
2018	Kaelan Corpus
2017	Frances Ramsey
2016	Ann Oakley

12.4 Draft Public Health Plan 2026 - 2031

Voting Requirement	:	Simple Majority
Subject Index	:	140/021 - Public Health Plan
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Development and Communities

Council role

Strategic	Planning strategically for the future of the City or providing strategic direction to the CEO e.g. approving the Strategic Community Plan, advocating to another level of government/body/agency.

Purpose of report

For Council to consider endorsing the draft Public Health Plan 2026 – 2031.

Summary and key issues

- Part 5 of the *Public Health Act 2016 (WA)* requires each Western Australian local government to prepare and publish a Public Health Plan.
- The draft City of Belmont Public Health Plan 2026–2031 has been prepared having regard to the State Public Health Plan 2025–2030 and is structured around its four objectives.
- The outcomes of the draft Public Health Plan are based on demographic and health and wellbeing data for the City. This data identifies that the City experiences higher than State averages of community disadvantage, and similar or above average levels of poor health choices resulting in short and long term health outcomes.
- There is significant alignment between the draft Public Health Plan and the City's Strategic Community Plan 2024 – 2034, with 28 of its 32 objectives having a relationship to public health outcomes.

- The draft Public Health Plan is not intended to duplicate exisiting City strategies and plans. Rather it consolidates existing and planned public health-related actions and demonstrates their alignment with State priorities.
- The draft Public Health Plan was advertised for public comment between the 10 August 2026 and 23 August 2026, with seven submissions received. Matters raised in each submission has been addressed in the Engagement Report (Attachment 12.4.2)
- It is recommended that Council adopt the City of Belmont Public Health Plan 2026 – 3031.

Officer Recommendation

That Council:

1. Adopt the City of Belmont Public Health Plan 2026 – 2031 (Attachment 12.4.1)
2. Directs the Chief Executive Officer to:
   a) Make any minor administrative amendments and layout changes to the Public Health Plan 2026 – 2031 as required prior to publication.
   b) Publish the City of Belmont Public Health Plan 2026 – 2031 in accordance with Section 46 of the *Public Health Act 2016 (WA).*
   c) Notify those who made a submission of Council's resolution.

Officer Recommendation adopted en bloc - Refer to Resolution appearing at Item 12.

Location

Across the City of Belmont local government area.

Consultation

Internal

Consultation was taken with relevant City Departments in preparation of the draft Public Health Plan. The progress of the plan was presented to Elected Members at an Information Forum on 7 July 2026.

External

The draft Public Health Plan has been informed by demographic and health data, existing City strategies and plans, and community feedback received through the MARKYT Community Perceptions Scorecard 2025, MARKYT Business Perceptions Scorecard 2025 and MARKYT Wellbeing Scorecard 2025.

Community feedback was sought through the City's online community engagement platform Belmont Connect from 10 August 2026 to 23 August 2026.

Seven submissions were received regarding a wide range of matters including an enhanced Belmont Oasis and park exercise facilities, food security, community safety and public housing, community engagement and smoking/vaping.

Strategic Community Plan implications

Key Performance Area: People

Outcome: 1. A safe, healthy community.

Outcome: 2. A strong sense of pride, belonging and creativity.

Outcome: 3. People of all ages and abilities feel connected and supported.

Key Performance Area: Planet

Outcome: 4. Healthy and sustainable ecosystems.

Outcome: 5. Climate resilience.

Key Performance Area: Place

Outcome: 6. Sustainable population growth with responsible urban planning.

Outcome: 7. Attractive and welcoming places.

Outcome: 8. A city that is easy to get around safely and sustainably.

Key Performance Area: Prosperity

Outcome: 9. A progressive, vibrant and thriving economy with active participation in long-life learning.

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Outcome: 11. A happy, well informed and engaged community.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Public Health Act 2016 (WA)

Part 5 of the *Public Health Act 2016 (WA)* requires every Western Australian local government to prepare a local public health plan for its district.

A local public health plan must be consistent with the Western Australian State Public Health Plan 2025–2030 and align with its four main Objectives of Promote, Prevent, Protect and Enable.

The *Public Health Act 2016 (WA)* also requires a local government to review its local Public Health Plan annually and replace the plan at the end of five years, unless it is replaced sooner.

Background

In June 2025 the State Public Health Plan for Western Australia 2025–2030 was published providing a strategic framework to improve the health, wellbeing and quality of life for all Western Australians.

The State Plan identifies two overarching objectives of "Aboriginal Health and Wellbeing" and "Equity and Inclusion" which are to be considered in the implementation of the four main objectives of Promote, Prevent, Protect and Enable together with the State's Plan priorities and guiding principles.

The City's draft Public Health Plan 2026–2031 must strategically align and reflect the intent of the State Plan Objectives. In practical terms, this requires public health considerations to be reflected across the range of services and functions delivered by the City.

As public health is linked to many City services, each Directorate and most Departments and Sections are represented in the draft Public Health Plan. These documents reflect what each City Directorate is already doing, or proposes to do, and brings those actions together within a broader public health framework.

While the City is already active in this space, improved public health outcomes cannot be achieved by City actions alone. There is a strong reliance on advocacy, partnerships and assistance from external stakeholders including

not-for-profits, private organisations and State Government. The range of factors that contribute to community disadvantage therefore requires a coordinated and multifaceted approach to support improved outcomes.

Report

Belmont Context

The City of Belmont is home to a culturally diverse community and has public health challenges associated with socioeconomic disadvantage, housing, transport, chronic disease risk factors, mental health, injury prevention, food security, physical activity, environmental health and access to services.

The health and wellbeing of individuals and communities is influenced by a broad range of social, economic, environmental and behavioural factors commonly referred to as the determinants of health.

To better understand the health and wellbeing of the Belmont community, demographic and health profiling was undertaken using data from a range of sources including the Eastern Metropolitan Health Service.

The data identifies areas of socioecomonic disadvantage within the City and indicates that some health risk factors and health outcomes are similar to, or higher than, the Western Australian averages.

Draft Public Health Plan

The draft Public Health Plan is not intended to duplicate existing strategies, plans or reporting processes. Rather, it provides a central framework that brings together and aligns the City's existing and planned public health-related actions with the State's Public Health Plan.

The majority of actions identified are contained within existing City strategies, plans or business unit work programs. For example, all five performance areas, 11 desired outcomes and 28 out of 32 objectives in the City's Strategic Community Plan 2024 – 2034 have a relationship to public health outcomes.

The draft Public Health Plan responds to these challenges by identifying local actions under the four public health objectives of Promote, Prevent, Protect and Enable.

- **Promote** focuses on fostering strong, connected communities and healthier environments.

This recognises the role of planning, infrastructure, public open space, arts and culture, community development, local laws and health promotion in supporting community wellbeing.

- **Prevent** focuses on reducing the burden of chronic disease, communicable disease and injury.

  Identifies the importance of reducing preventable harm associated with smoking, vaping, alcohol and drugs. It encourages healthy eating and active living and the provision of places and programs that support physical activity and enhance social cohesion. Improving community safety and providing safer and sustainable transport are community expectations.

- **Protect** focuses on public and environmental health related risks, managing and recovering from emergencies, disease outbreaks and disasters, and lessening the health impacts associated with climate change.

  The City has important roles in mitigating the effects of climate change and providing emergency management and services that reduce the community's exposure to food, water, air borne, animal and environmental hazards.

- **Enable** focuses on strengthening public health systems, data collection and partnerships to improve health and wellbeing outcomes.

  Improved public health outcomes require collaboration across government, not-for-profit organisations, health providers, businesses, community groups and residents. The ongoing sourcing of data identifies trends and facilitates focussed responses.

Following Council endorsement, the Public Health Plan will be finalised, published and the Chief Health Officer notified in accordance with the *Public Health Act 2016 (WA)*. Annual reviews will assess progress, update actions where required, and ensure the Plan remains responsive to local public health needs and priorities.

Financial implications

The draft Public Health Plan identifies public health-related services, programs and actions that are already delivered, or proposed to be delivered, by City business units.

Implementation of the plan will occur through existing strategies, operational programs and annual budget processes.

Financial implications consist of officer time and advertising costs. These costs will be covered by the City’s Operational Budget.

Environmental implications

The draft Public Health Plan recognises the relationship between environmental factors and public health outcomes. These include climate change and resilience, urban heat, mosquito management, waste management, emissions, water use, provision of public open space and tree canopy cover.

The plan supports continued consideration of environmental factors that affect community health and wellbeing.

Social implications

The draft Public Health Plan recognises that health outcomes are influenced by social, economic, environmental and cultural factors.

It also recognises that some groups experience greater barriers to health and wellbeing due to social isolation, discrimination and disadvantage.

These include those living with disability and domestic violence, seniors and youth, Aboriginal people, culturally and linguistically diverse and LGBTIQ+SB communities.

The plan supports a coordinated approach to promoting healthier, safer, inclusive and more connected communities.

Attachment details

Attachment No and title
1. Draft Public Health Plan 2026-2031 [**12.4.1** - 28 pages]
2. Draft Public Health Plan 2026-2031 - Community Engagement Report August 2026 [**12.4.2** - 10 pages]

City of Belmont

Public Health Plan
2026-2031



Publication date: [00/00/00]

Acknowledgement of Whadjuk Noongar Peoples

The City of Belmont acknowledges the Whadjuk Noongar people as the Traditional Owners of this land and we pay our respects to Elders past, present and emerging. We further acknowledge their cultural heritage, beliefs, connection and relationship with this land which continues today.

We acknowledge all Aboriginal and Torres Strait Islander peoples living within the City of Belmont.

Detail of Jupp Lane mural by Shane Yondee Hansen

Executive summary

The City of Belmont is the City of Opportunity. It is a diverse community with a mix of residential, commercial, freight, logistical and industrial areas located and operating in relatively close proximity.

The City is located six kilometres east of the Perth CBD and covers 40 square kilometres. It includes the suburbs of Ascot, Belmont, Cloverdale, Kewdale, Redcliffe, and Rivervale, and much of the Perth Airport precinct and is situated on the banks of the Derbal Yerrigan (Swan River).

While the City is a major employer in the Perth metropolitan area with over 41,000 workers moving daily in and out of the City, it is also home to more than 47,377 residents.

To understand and address the public health needs of those who live, work and visit the City, we need to know its strengths, weaknesses and vulnerabilities. From this, the City, as a local government, can assess and understand its priorities and build on current service provisions.

Using public health data and statistics, the City's Demographic and Health & Wellbeing Profiles have been developed. These confirm that the City of Belmont is one of the most disadvantaged communities in the Perth metropolitan area.

Socioeconomic factors include poorer standards of housing, lower income, lower levels of educational attainment and unhealthy lifestyle choices (poor diet, smoking, risky levels of alcohol consumption and inactivity/lack of exercise). These have translated into similar or above State levels of health risk factors, chronic and preventable disease, injury and mental health conditions.

Many of these challenges are beyond the City's direct control however we are in a unique position to *Promote, Prevent, Protect and Enable* along with State and Federal governments, not for profit agencies, businesses and the community to achieve the best possible outcomes for all.

Community feedback has been positive and there is a clear desire amongst many to change their quality of life by addressing poor lifestyle choices. The community cannot on its own make all of the changes required and have asked the City for support in their health journey.

The City of Belmont Public Health Plan 2026 – 2031 considers and aligns with the *Objectives, Priorities, Action Areas and Guiding Principles* of the State Public Health Plan for Western Australia 2025 – 2030.

In doing so, the City's actions reflect the State's overarching public health strategies and supports many of the visionary goals and aspirations in the City's Strategic Community Plan 2024 –2034 and the more practical actions and outcomes of the Corporate Business Plan 2026 –2030.

Contents

Executive summary 2
Contents 2
Introduction 4
Plan purpose....5
Strategic context....5
Strategic alignment 6
Corporate Business Plan 2026 - 2030 6
City strategies and plans 7
State Public Health Plan for Western Australia 2025 - 2030 7
Our community at a glance....8
Our health & wellbeing profile 9
Community engagement....12
Focus areas 14
Public Health Themes and Key Actions 17
Promote 17
Prevent 19
Protect 21
Enable....23
Delivery and reporting....24
References 24

Alternative formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested. For further information contact the City on 9477 7222.

For language assistance please contact TIS (Translating and Interpreting Service) on 131 450.

Introduction

What is Public Health?

Public health is the science of protecting and improving the health and wellbeing of individuals, groups and whole communities.

The health and wellbeing of individuals and communities is influenced by the broader environment as well as by pre-existing behaviours and genetic factors. These are known as *determinants of health* and include **social, cultural, political, commercial, economic and environmental factors.**

Early intervention and prevention are essential in breaking the cycle of sometimes life long and often intergenerational habits and behaviours that reduce quality of life and life expectancy. Establishing strong foundations for health and wellbeing is as important as supporting change at any stage of life.

This can be achieved by promoting healthy lifestyles, researching and addressing causes of chronic and preventative disease and injury prevention and detecting, preventing and responding to infectious disease.

Public health planning needs to be actioned at all levels of government and throughout all sectors of the community. Addressing these determinants needs effective and sustained collaboration and coordinated partnerships with communities.

The City of Belmont's Public Health Plan 2026 – 2031 (PHP) outlines how we will support and improve our community's journey to better health and wellbeing for all.



Plan purpose

The purpose of this plan is to deliver meaningful improvements in health, wellbeing, and living standards for all residents, workers, and visitors in the City of Belmont.

Part 5 of the *Public Health Act 2016* places statutory requirements on both State and Local Governments to produce and implement a new Public Health Plan every five years.

This plan is shaped by the unique needs and expectations of our local community and aligns closely with the objectives and priorities of the State Public Health Plan for Western Australia 2025–2030.

Strategic context

The PHP is an informing document under the City's Integrated Planning and Reporting Framework. It works alongside the City's Corporate Business Plan and aligns closely with the overarching State Public Health Plan for Western Australia 2025-2030.

Key actions in this plan will be delivered through action plans that involve all City directorates, subject to the City's annual budget process.



Strategic alignment

The Strategic Community Plan 2024-2034 outlines the City's plans for the future with 5 key performance areas of People, Planet, Place, Prosperity, and Performance and 11 outcomes.

Public health actions align with all 5 performance areas, all 11 desired outcomes and most of the objectives under the Strategic Community Plan.

Out of the 32 objectives in the Strategic Community Plan, 28 directly correlate to actions within this Public Health Plan, recognising that public health is influenced by a myriad of factors and local government has an important role to play in the health of our local communities.



Corporate Business Plan 2026 - 2030

People

Outcome 1. A safe, healthy community

Objective 1.2 Facilitate community health and wellbeing

Action 1.2.1 Develop a Public Health Plan

City strategies and plans

Many City strategies and plans support the PHP and the City's public health and community wellbeing outcomes. These documents are key pillars and drivers of change in the public health realm and are referenced throughout this plan.

Financially, the City significantly invests in the health and wellbeing of the community providing a wide range of programs, activities, services and infrastructure to create a vibrant and safe community.

State Public Health Plan for Western Australia 2025 - 2030

The State Public Health Plan for Western Australia 2025 –2030 (State PHP) identifies two overarching objectives:

- Aboriginal health and wellbeing
- Equity and inclusion

These underpin the four main public health Objectives of Promote, Prevent, Protect and Enable and the associated Priorities and Guiding Principles.

This PHP aligns closely with the objectives and priorities of the State PHP to create a unified approach to public health planning.

State Public Health Objectives	City of Belmont five performance areas				
	People	Planet	Place	Prosperity	Performance
Promote: Foster strong, connected communities and healthier environments	●		●	●	●
Prevent: Reduce the burden of chronic disease, communicable disease, and injury	●		●		●
Protect: Protect against public and environmental health risks, effectively manage emergencies, reduce impacts of disaster, and lessen the health impacts of climate change.	●	●			●
Enable: Bolster public health systems and workforce and leverage partnerships to support health and wellbeing	●			●	●

Our community at a glance

Knowing who and what makes up our Belmont community helps us understand its public health related strengths, weaknesses and vulnerabilities.



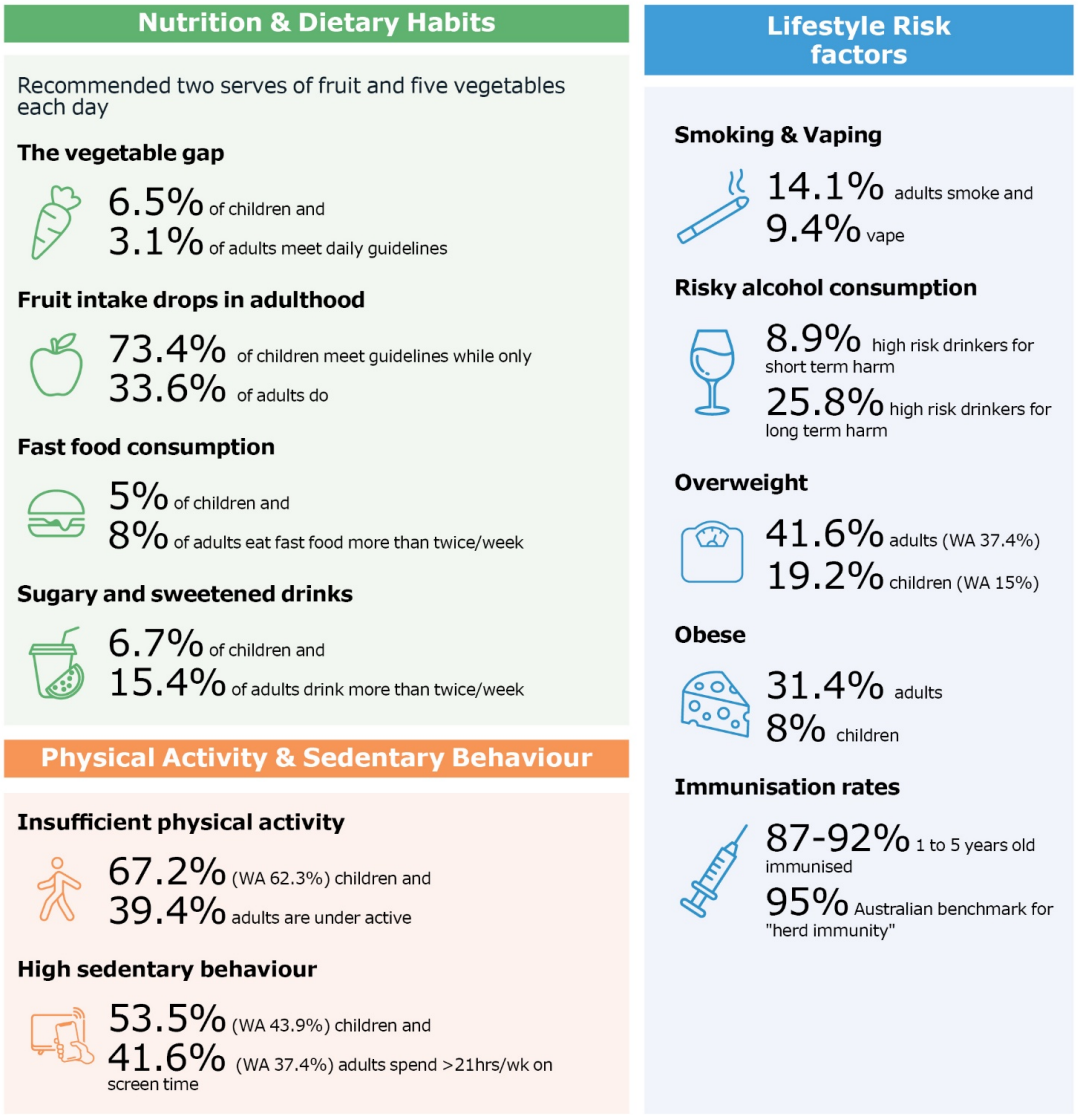
Demographics confirm that our community experiences significant socioeconomic disadvantage with the 3rd lowest SEIFA score in the Perth metropolitan area. Poorer standards of housing, higher levels of food insecurity, lower levels of educational attainment and lower paid employment contribute to this disadvantage.

More vulnerable groups experience day to day challenges due to disability, illness, communication (non-English speaking), ethnicity and age (both young and old).

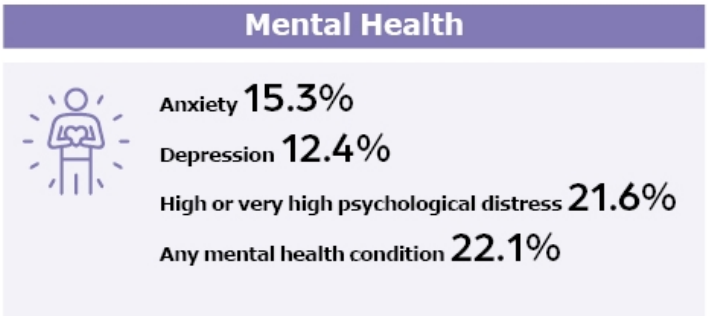
Our health & wellbeing profile

Understanding how our community lives, works and plays provides insights into the key factors causing short- and long-term illnesses and reduced life expectancy.

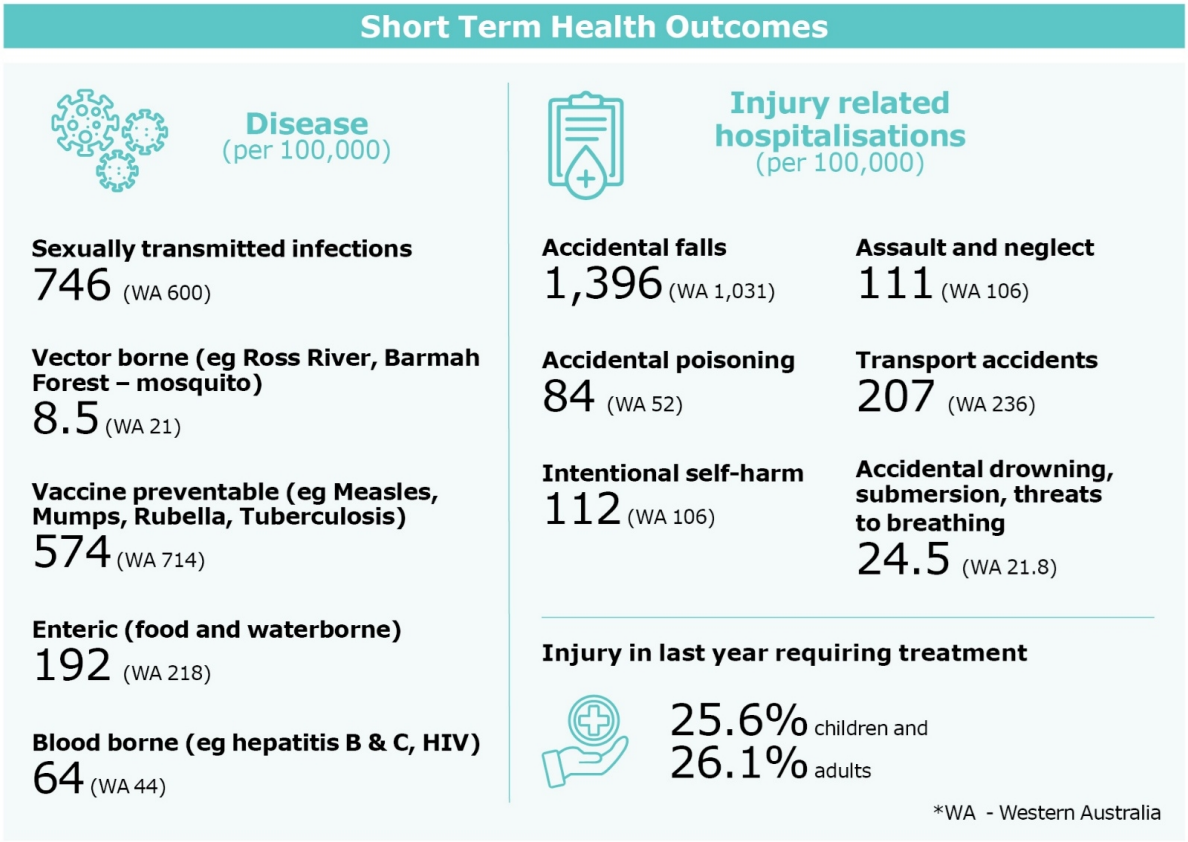
Comparing nutritional and physical activity levels and lifestyle risk factors (those that are similar or exceeding West Australian (WA) averages) identifies community health priorities.



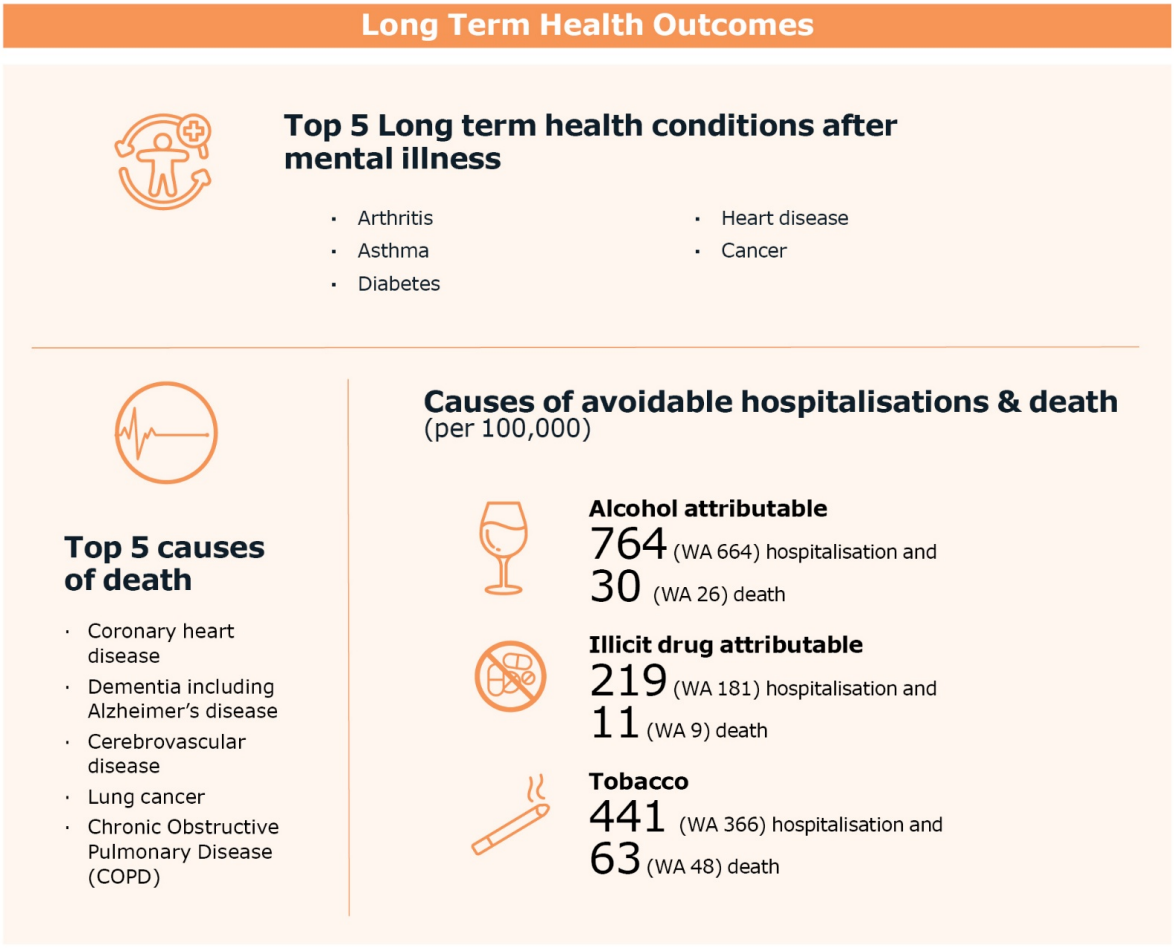
Our profile confirms that poor nutrition, insufficient exercise and high frequency of sedentary leisure time have resulted in above State average numbers of overweight and similar levels of obesity in children and adults. Smoking, vaping and risky alcohol consumption are comparable with State averages.



Mental health and related conditions significantly impact many in the community.
Past stigmas have reduced, resulting in those affected feeling more comfortable speaking out and asking for assistance.



Direct and indirect factors contribute to above State average levels of harm and injury resulting in hospitalisation. Many of these are preventable.



Similar or above State average levels of risk-taking behaviour, poor lifestyle choices and socioeconomic disadvantage combine to significantly impact on the health, wellbeing, quality of life and ultimately longevity of many in the community.

Community engagement

In 2025 the City worked with an independent research company to conduct Wellbeing Scorecards to better understand community context in relation to health and wellbeing indicators.

The MARKYT Wellbeing Scorecard was run for three weeks during August 2025 and 833 people participated.

It ran concurrently with a MARKYT Community Scorecard to better understand community priorities and satisfaction with City services and facilities and a MARKYT Business Scorecard that assessed satisfaction among local business owners.

The feedback provided through all three scorecards provides valuable information regarding the community's public health needs and priorities.

Feedback was also sought from the community during the development of the City's many strategies and plans that support the Public Health Plan.

WELLBEING Scorecard data

48%
Reported their health status as excellent or very good (WA 50%) (First Nations 57%)

74%
Claimed to do >3hrs of moderate to high physical activity each week (WA 64%) (First Nations 51%)

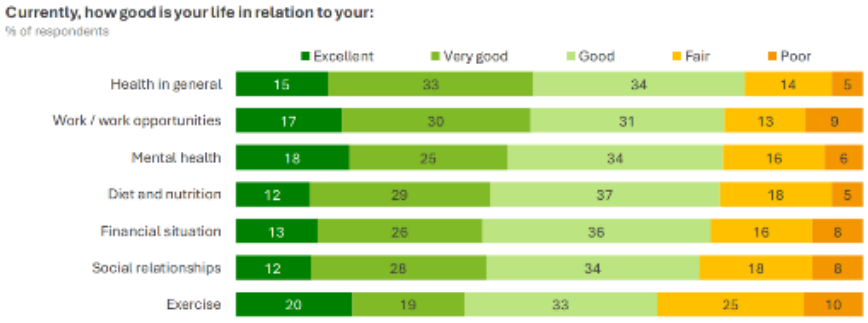
55%
Rated our health & community services (Industry average 55%) (First Nations 41%)

56%
Visited local parks and playground every week

51%
Rated themselves as active or very active (WA 39%) (First Nations 52%)

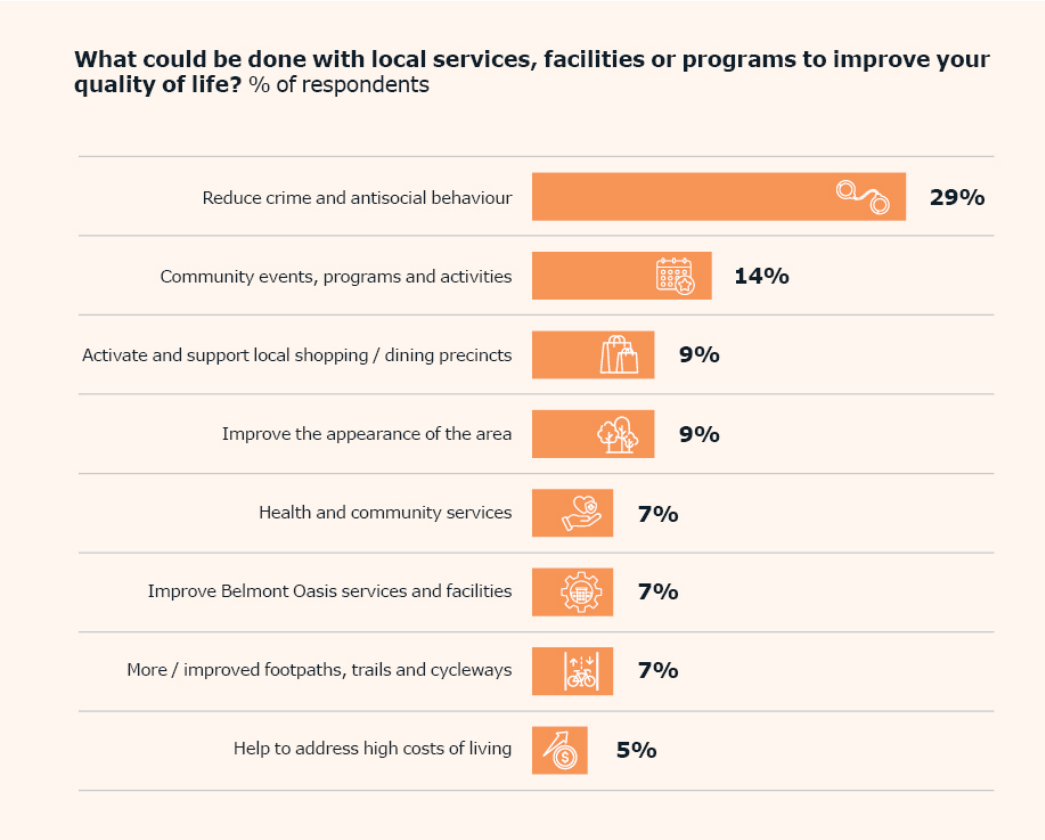
The community was asked to self-assess seven quality of life dimensions. Health in general rated the highest.

Quality of Life indicators



We asked what the City could do to improve quality of life. Community feedback indicated they would like the City to focus on initiatives to reduce crime and antisocial behaviour.

There was also a desire for residents to be out in the community more by attending events and programs, activated and more attractive parks, streetscapes and precincts and improved foot and cycle paths.



All of these elements contribute to improving social cohesion, better health and wellbeing, improved mental health and fitness and overall, a safer and more thriving community.

Focus areas

The State PHP has a Vision for "the best possible health, wellbeing and quality of life for **all Western Australians** – now and into the future with "**Aboriginal Health & Well Being**" and "**Equity & Inclusion**" integrated across the four State Health Plan Objectives.

Some community groups experience greater levels of isolation, dislocation and difficulty in accessing beneficial, health empowering services. Disadvantage can impact at an early age, with poor starts in life for children having cumulative effects during developmental years and potentially throughout life.

Inequity of service, bias, prejudice and discrimination can be reduced through better communication, programs and planning enabling more equitable access, health promotion and provision of services to all.

Residents from Culturally & Linguistically Diverse backgrounds (CaLD), those living with social disadvantage, disability and mental illness, seniors and the LGBTIQ+SB community are particularly at risk, as are those experiencing Family and Domestic violence.

There are opportunities to improve the health and wellbeing of the more vulnerable through a range of strategies and plans that recognise this disadvantage and prioritise additional support and services.

It is also important to raise this awareness in City staff to ensure equity and inclusion is considered in decision making processes.



Equity & Inclusion at work in our community



Harmony Festival



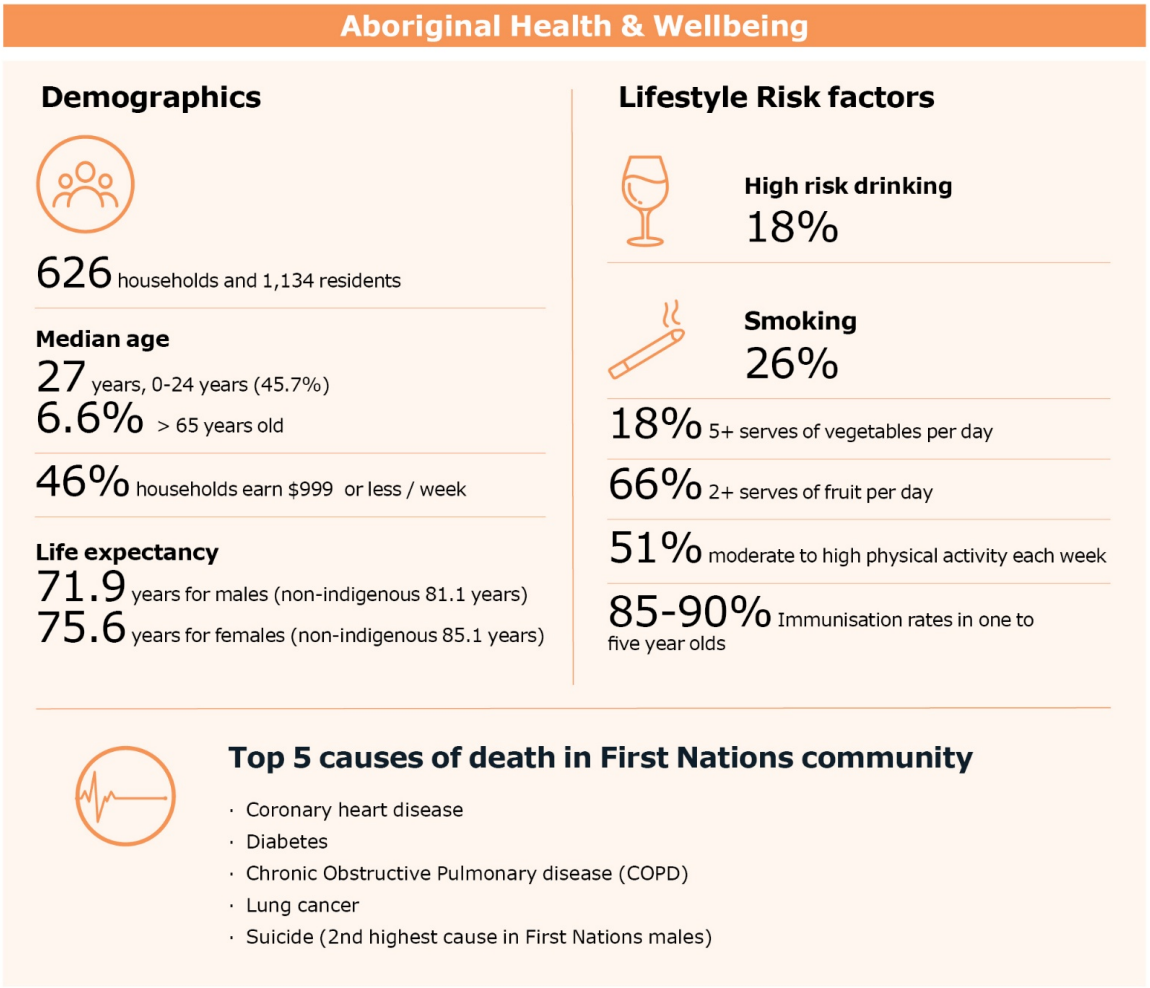
Pioneers Group



Harman Park – support & activities for the socially isolated, frail or with disability



Accessible spaces at Belmont Hub and Oasis



The Health gap: Socioeconomic disadvantage determinants including higher unemployment, lower educational achievement, lower income and poorer lifestyle choices.

This results in an **8 to 9 year lower life expectancy and 3.3 times higher avoidable mortality rate** than the non-indigenous population.

The City's Koort Karnadjil Mya (Heart Truth Voice) First Nations Strategy recognises and reflects the unique challenges faced by its First Nations community.

The Strategy's four key priority areas of "Respecting & Celebrating", "Empowerment, advocacy and partnerships", "Capacity building" and "Cultural safety" acknowledge First Nations culture and heritage, support First Nations right to lead and self-manage, build capacity to Close the Gap and enhance City cultural training and leadership.

The City's priorities and strategies reflect the State Health Plans Objectives of Promote, Prevent, Protect and Enable both directly and through normal service provisions.



Aboriginal Health and Wellbeing at work in our community



Celebrating First Nations culture - National Reconciliation Week, NAIDOC



Bilya Kard Boodja Lookout



Supporting and promoting key stakeholders and their services - Jacaranda Community Centre, Aboriginal Health Council of WA, Arche Health and the Derbarl Yerrigan Health Service



Listening and recognising - Aboriginal Advisory Group, NAIDOC Awards and Student Awards

Public Health Themes and Key Actions

The following four objectives reflect and align, at a local level, with the State Public Health Objectives of Promote, Prevent, Protect and Enable.

The City's Actions and Desired Outcomes provide the higher-level intent of the plan with some highlighted community examples.

Promote

Foster strong, connected communities and healthier environments.

State priorities	City actions	Responsible
Ensure public health risks are considered and addressed in planning and development policies and approval processes to facilitate healthy living and minimise impacts from public health hazards	1.1 Implement, promote, and advocate for the best planning, health and wellbeing outcomes in the community.	Director Development & Communities
	1.2 Enhance public open spaces, amenities and infrastructure that provide greener, safer, healthier and attractive environments and promote community pride, engagement and use.	Director Infrastructure Services
	1.3 Ensure local laws provide enforceable and practical management of community health and amenity issues.	Manager Safer Communities
Optimise mental health and wellbeing	1.4 Deliver City strategies that enhance quality of life, participation in arts and cultural activities and community connection for all community members.	Director Development & Communities
Improve health literacy by ensuring that accessible and appropriate health information is effectively communicated	1.5 Promote and support healthier lifestyle opportunities and services that encourage self-improvement.	Manager Economic & Community Development
	1.6 Support health related events that promote improved health opportunities.	Director Development & Communities

Desired outcomes

- A well-designed, safe and vibrant City
- Attractive and welcoming places that encourage improved physical and mental health for all ages, abilities and demographics
- Reduced environmental health related impacts and improved community safety and amenity
- People of all ages and abilities feel engaged and supported
- All tiers of government, groups and not for profits working together to improve community health and wellbeing for all

PROMOTE actions at work in our community



Enhanced public open spaces for all – Faulkner Park Precinct, Wilson Park, Centenary basketball half court and Belvidere Street (current) enhancements



Enhancing quality of life through arts, education and culture - Early development classes and Arts & Culture initiatives at Belmont Hub. Age Friendly, Multicultural, Access & Inclusion workshops and clubs. Youth engagement, Hub recording studio and Kidzfest



Promoting and supporting healthier lifestyle opportunities and services - CountUSin, nutrition classes and sleep health classes

Prevent

Reduce the burden of chronic disease, communicable disease and injury.

State priorities	City actions	Responsible
Initiatives to reduce harm from use of tobacco, vapes and drugs and consumption of alcohol	2.1 Reduce exposure to second hand smoke and implement programs reducing harm from tobacco, alcohol and drugs.	Manager Economic & Community Development
Encourage and support healthy eating and active living to halt the rise in obesity	2.2 Provide spaces that enable and empower the community to engage in physical activity.	Manager Parks, Leisure & Environment
	2.3 Improve community knowledge and understanding of the benefits from healthy food and activity choices.	Manager Economic & Community Development
	2.4 Inspire the community to embrace active living by providing diverse programs, welcoming environments, infrastructure and services.	Director Infrastructure Services
Prevent injuries and promote safer communities	2.5 Implement Health, Ranger and Building measures that minimise risk and potential impacts on the health and safety of the community.	Manager Safer Communities
	2.6 Promote safer and more sustainable transport options.	Manager Design, Assets & Development
	2.7 Deliver community safety crime prevention initiatives that support and empower the community.	Manager Safer Communities
Immunisation program to prevent infectious disease	2.8 Promote and support community immunisation.	Manager Safer Communities

Desired outcomes

- Improved health outcomes from reduced levels of smoking, drinking and drug taking
- Increased active participation in lifelong learnings that maximise physical and mental health and improve longevity and quality of life
- A safer and healthier community
- A City that is easier to get around safely and sustainably

PREVENT actions at work in our community



Helping our community feel safe – Belmont Community Watch, Faulkner Park Precinct Officer, CCTV network, Community Safety Crime Prevention pop ups and Rangers



Reducing harm from the effects of smoking, vaping, alcohol and drug consumption – Smoke and alcohol-free events, dry July campaigns, No Smoking areas around play areas and the Belmont Hub



Encouraging healthy eating and activities – Night lights in park, bike and scooter paths, food programs at Belmont Hub

Protect

Protect against public and environmental health risks, effectively manage emergencies, reduce impacts of disaster, and lessen the health impacts of climate change.

State priorities	City actions	Responsible
Manage the effects of climate change on people's health	3.1 Implement environmentally based response strategies to reduce waste and emissions, increase efficiencies and improve sustainability across the City.	Director Infrastructure Services
Provide sustainable disaster, emergency management and pandemic support across prevention, preparedness, response and recovery phases	3.2 Provide coordinated support to the community at times of emergency and disaster.	Manager Safer Communities
Reduce harm due to current and future health hazards including environmental, radiation, biosecurity risks and infectious disease	3.3 Implement mosquito management strategies to minimise disease.	Manager Safer Communities
	3.4 Address potentially harmful exposures to the community from environmental hazards and infectious disease.	Manager Safer Communities
Ensure access to safe food and water	3.5 Maintain food and water safety through ongoing inspection, monitoring and sampling programs.	Manager Safer Communities

Desired outcomes

- A safe, healthy community for all who live, work and visit
- Healthy and sustainable ecosystems that are climate resilient and retain and enhance existing environments
- A City that is ready and prepared to support the community in time of emergency, disaster and pandemic

PROTECT actions at work in our community



Protecting & enhancing our environment - GOLD Waterwise Council accreditation, Garvey Park foreshore and remnant bush restoration, and urban tree planting



Reusing resources and reducing waste - FOGO and East Rockingham waste to energy plant, solar panels on Belmont Hub and Operations Centre



Protecting our community – Ranger bushfire and mosquito drone treatments. Supporting the Belmont / Town of Victoria Park State Emergency Service

Enable

Bolster public health systems and workforce and leverage partnerships to support health and wellbeing

State priorities	City actions	Responsible
Enhance population health data, collection, management, analysis and reporting capacity. Foster research and innovation to improve our understanding of, and ability to address, public health issues	4.1 Undertake ongoing review of available public health data to track trends and tailor strategies to improve City's community health and wellbeing service provision.	Manager Economic & Community Development
Develop partnerships with key agencies and communities to enable the delivery of public health services	4.2 Facilitate opportunities with key stakeholders that advance public health outcomes.	Manager Economic & Community Development

Desired outcomes

- City plans and strategies that consider the principles and importance of public health
- Stakeholders, groups, not for profits and businesses are engaged to achieve improved health outcomes for the whole community

ENABLE actions at work in our community



Partnerships - Eastern Metropolitan Health Services, Aboriginal service providers and homelessness support agencies



Communicating with the community – Catalyse surveys and community engagement

Delivery and reporting

The key actions identified in this PHP directly or indirectly reflect or align with the City's Strategic Community Plan and the State Public Health Plan for Western Australia's objectives, priorities, actions and guiding principles.

There is strong alignment between the actions identified in this plan and a range of City strategies, plans and documents, each having their own reporting requirements.

An operational implementation plan will be developed to guide actions under this plan over the next 5 years.

The City will continue to report annually to the WA Department of Health as required under the *Public Health Act 2016* and review this Public Health Plan 2026-2031 on an annual basis.

The Demographic, Health and Wellbeing profiles in this plan have been drawn from a range of historical and current epidemiological and community health sources. To ensure consistency the same parameters will be monitored on an ongoing basis to assess progress and level of success over time.

References

Linked strategies and plans

Strategic Community Plan 2024 - 2034
Corporate Business Plan 2026 - 2030

Access & Inclusion Plan 2022 – 2026
Active Recreation Strategy 2026-2031
Age Friendly Belmont Plan 2022 – 2027
Arts and Culture Strategy 2025 –2030
Asbestos Management Plan
Belmont on the Move: Integrated Movement Network Strategy
Belmont Foreshore Precinct Plan
Canopy Plan 2019-2024
Community Infrastructure Plan 2022 -2040
Community Safety Strategy 2025 –2030
Youth Strategy 2019 and Beyond
Economic Development Strategy 2023 - 2028
Engagement Strategy 2023 & Beyond
Environment & Sustainability Strategy 2023 – 2033
Great Eastern Highway Urban Corridor Strategy
Koort Karnadjil Mya (Heart Truth Voice) First Nations Strategy
Local Emergency Management Arrangements – General & Recovery Plans
Local Planning Scheme No.15

Multicultural Strategy 2020 and Beyond
Public Art Management Plan 2025 -2030
Public Open Space Strategy 2022 – 2040
Streetscape Enhancement Strategy 2022 -2027
Urban Forest Strategy 2025 - 2030

Engagement reports

MARKYT Community Perceptions Scorecard 2025

MARKYT Business Perceptions Scorecard 2025

MARKYT Wellbeing Scorecard 2025

Other references

Australian Bureau of Statistics - Census

Australian Early Development Census

Australian Institute of Health and Welfare

Epidemiology Directorate, Public and Aboriginal Health Division, Department of Health WA (Health and Wellbeing Profile: City of Belmont 2015-2024 (updated January 2026 version))

Western Australia Department of Health, Public Health Act 2016

Western Australian Department of Health, State Public Health Plan for Western Australia 2025 -2030

City of Belmont

215 Wright Street, Cloverdale WA 6105
Locked Bag 379, Cloverdale WA 6985
Open 8:30am - 4:45pm, Monday - Friday
PH: (08) 9477 7222
A/H: (08) 9477 7224

belmont@belmont.wa.gov.au
belmont.wa.gov.au
BelmontCouncilWA
City-of-Belmont-WA
CityofBelmontWA

This page has intentionally been left blank.

City of Belmont

Engagement Report

Draft City of Belmont Public Health Plan 2026 -2031



Overview

This report provides a summary of the community engagement undertaken to inform the development of the City of Belmont Public Health Plan 2026 - 2031.

The community engagement process commenced in 2025 through various community surveys and stakeholder feedback. The Plan was also informed by the City's Strategic Community Plan and aligns with many of the City's other strategies, plans and related documents.

Purpose

The purpose of the community engagement was to inform of the development of the draft City of Belmont Public Health Plan 2026 – 2031.

Stage 1 contributed to the development of the Plan through a review of the engagements results in the 2025 City of Belmont MARKYT® scorecards:

- 2025 MARKYT® Community Perceptions Scorecard
- 2025 MARKYT® Business Perceptions Scorecard
- 2025 MARKYT® Wellbeing Scorecard

Stage 2 Open community consultation on the draft Public Health Plan 2026 - 2031, allowing feedback on the proposed plan, prior to final adoption.

Methodology

A webpage was provided on the City's online community engagement platform *Belmont Connect* to garner feedback on the draft plan.

Belmont Connect/Open Community Survey



In August 2026 we asked the community to review the draft plan by completing a short online survey, hard copy form, or provide feedback in writing.

Contributions were open to residents 15 years and older. Those under 15 years required their parents/caregivers to complete the survey on their behalf.

Results

Full scorecard Reports are available at [Community, Wellbeing and Business Scorecards | Belmont Connect]

The MARKYT® sourced data provided by the community across the three scorecards helps the City understand what we are doing well, where we can improve and what matters most to the community.

While all three scorecards give valuable insight, the Wellbeing scorecard (Health, Environment & Recreation) in particular provides health, wellbeing and amenity related feedback that can be cross referenced with data sourced from external organsiations.

Responses were received from 1,454 and 833 respondents to the Community Perceptions and Wellbeing Perceptions Scorecards, respectively.

Respondent profile

% of respondents (weighted)

		Community	Wellbeing
Gender	Male	49%	49%
	Female	49%	49%
	I use a different term	<1%	1%
	Answered together	<1%	1%
Respondent age	14-17 years	1%	1%
	18-34 years	35%	35%
	35-49 years	27%	27%
	50-64 years	20%	20%
	65+ years	17%	17%
Lifestage*	Younger adult (18-49), no dependents	29%	34%
	Baby/toddler (0-4)	13%	11%
	Primary school (5-11)	15%	15%
	High school (12-17)	12%	10%
	Adult dependents (18+)	11%	10%
	Older adult (50+), no dependents	30%	29%
Location	Ascot	7%	6%
	Ascot Waters	1%	1%
	Belmont	18%	20%
	Cloverdale	20%	19%
	Kewdale	13%	12%
	Redcliffe	12%	12%
	Rivervale	27%	28%
	The Springs	1%	1%
	Other	0%	<1%
Home tenure	Homeowner	83%	86%
	Renting / other	17%	14%

		Community	Wellbeing
Diversity*	Person with disability	10%	11%
	First Nations person	4%	3%
	Mainly speak a language other than English	15%	15%
Highest level of education*	Year 9 and below	-	3%
	Certificate I & II	-	2%
	Year 10 and above	-	13%
	Certificate III & IV Level	-	9%
	Diploma Level	-	10%
	Bachelor Degree Level	-	35%
	Graduate Diploma / Certificate Level	-	6%
	Postgraduate level	-	19%
	None of these	-	1%
	Unsure / prefer not to say	-	2%
Employment status*	Full time	-	56%
	Casual / part-time	-	15%
	Self employed	-	6%
	Unemployed	-	4%
	Unable to work	-	2%
	Home duties	-	5%
	Retired	-	16%
	Student	-	4%
	Other	-	1%

MARKYT

* Excludes no response. Education and employment questions were only asked in the MARKYT® Wellbeing Scorecard

Stage 1 Community Wellbeing Scorecard Results

Public health relates to wide ranging social, cultural, economic and environmental factors and as a local government our service provision reflects the community's expectations, desires and needs.

The services the City plans to and already provides should also always consider the requirements of the overarching objectives of *Aboriginal Health & Wellbeing* and *Equity and Inclusion*.

The 2025 MARKYT® Community and Wellbeing Scorecard provided community feedback that referenced many of these of factors. These are reflected in the City's 11 desired Outcomes in Strategic Community Plan 2024 – 2034.

Selected positive and negative feedback that aligns with the City's eleven outcomes were:

1. ***"A safe, healthy community"***
   - Main contributors to crime and safety in the City is drug and alcohol abuse, economic stress and mental health issues
   - Desire for improved safety, better public space lighting and reduction in anti-social and criminal behaviour
   - Similar and above State levels of nutritional, physical activity/sedentary behaviour and risky lifestyle factors (alcohol, drug consumption)
   - Most frequently used and highly rated facilities are local parks, playgrounds, reserves and dog exercise areas

2. ***"A strong sense of pride, belonging and creativity"***
   - Desire for a diverse program of events embracing all cultures and ages building a sense of community
   - Recognition and appreciation of multiculturism, cultural diversity and reconciliation

3. ***"People of all ages and abilities connected and supported"***
   - Respondents confirmed most interest in supporting social causes and projects around arts, culture & heritage, environment & conservation and sports & recreation
   - Over half of respondents were involved in volunteering or philanthropic activities
   - City services and facilities for seniors, family & children, youth, volunteers and in the access & inclusion space were all positively rated

4. ***"Healthy and sustainable ecosystems"***
   - City works around environment management & conservation and river & foreshore management were viewed positively
   - Environmental health related enforcement and waste management services were considered industry average or higher, respectively

5. ***"Climate resilience"***
   - Nearly half of respondents were highly concerned about climate change
   - Of greatest concern was cost of living, impacts on wildlife and hotter neighbourhoods
   - Emergency management rated responses around education, prevention and recovery were positively rated

6. ***"Sustainable population growth with responsible urban planning"***
   - Access to affordable housing was a major concern
   - Desire for higher density developments to consider adequate supporting infrastructure including parking, schools and shops
   - Assist with homelessness, regulate short-stay accommodation and encourage longer term rentals

7. ***"Attractive and welcoming places"***
   - Desire for improved and enhanced shopping precincts
   - More tree planting & retention, improved streetscapes and enhanced amenity
   - City facilities such as halls and public buildings were positively rated

8. ***"A city that is easy to get around safely and sustainably"***
   - Improved pedestrian and cyclist safety, reduced congestion and better parking provision
   - Desire to improve footpaths to assist pedestrians, prams, seniors and wheelchairs
   - More connected, safe and clearly marked cycle path network

9. ***"A progressive, vibrant and thriving economy with active participation in lifelong learning"***
    - Highly regarded Hub and library services
    - Upward trend of longer working hours (work/life imbalance)
    - Local shopping area development and activation positively rated

10. **"Effective leadership, governance and financial management"**
    - Highly rated access to online City services

11. ***"A happy, well informed and engaged community"***
    - Multiple effective methods of communication with the community were all highly rated
    - The City has a reasonable understanding of community needs but is an industry leader in listening to and respecting community views

Contributions and comments actively assist in shaping actions in the draft Public Health Plan and other City Plans and Strategies.

Stage 2 Engagement Outcomes

The purpose of Stage 2 was to provide opportunity for the community to make comment and provide suggestions that could influence the City's many actions across its public health related Strategies and Plans.

By close of engagement on 23 August 2026, the City's engagement platform *Belmont Connect* received feedback from seven respondents which are provided in Appendix 1, along with officer comments.

Feedback covered a wide range of topics including an enhanced Belmont Oasis and park exercise facilities, food security, community safety, public housing, community engagement and smoking/vaping.

The draft Public Health Plan is not intended to duplicate existing City strategies and plans. Rather it consolidates existing and planned public health related actions.

As such many of the comments have been referred to the relevant City Departments, for their consideration.

Next Steps

The draft Public Health Plan will be presented to Council for endorsement at the Ordinary Council Meeting on the 22 September 2026, concluding the formal engagement process.

This report will continue to be available on the City's engagement platform *Belmont Connect,* along with the endorsed Public Health Plan 2026 - 2031.

The actions associated with the Plan will be implemented over the next five years by most of the City's Departments.

The Public Health Plan and Implementation Plan actions must be reviewed annually to ensure they maintains their relevance and focus.

Appendix 1 Survey & Officer Comments

- Submitters names/contact details and inappropriate comments have been removed

Feedback	Officer comments
To support people with chronic health conditions, partner with Physiotherapy providers to provide hydrotherapy at the Belmont Oasis. The pool would need to be warmer too.	• Referred to Facilities & City Projects - Potential upgrade of Belmont Oasis • Referred to Parks, Leisure and Environment - Investigate potential for partnership
No feedback on the content, but noting that there are a number of typos in infographics and text in the draft, that hopefully can be corrected before the final version. thanks! **Some sad statistics about children's health in there, would be great to somehow get more kids more active!**	• Draft Plan reviewed and amended to address errors
The reduction of anti-social behaviour is a prime requirement for residents living in Belmont. The council have failed in this area. We need tangible and consistent strategies to deal with antisocial behaviour and crime. The people causing this problem need to be involved in the solution. They need to be consulted directly and be given assistance to correct their behaviour. This can be combined with better protection for citizens in their homes and in public spaces by allocating increased resources to this strategy. **We are increasing the number of social homes in the city at the Springs development. This, unfortunately, will inevitably increase the potential for anti-social behaviour. We need to plan for this before people move into their new home. A community engagement officer should be appointed to each of**	• Referred to Safer Communities (Community Safety) – Community safety issues • Management of Department of Housing tenants is not under the control or responsibility of the City - Advocacy issue

these new families to welcome them into the area and provide them with information on how they can be of assistance. Events could be held specifically for these new families so that they feel connected to their new community.	
Like all strategic plans it sounds good but vague. What I would like to see is: **1. Community programs to make people proud of the area/street they live in. Provide flowers/ greenery not just trees and water subsidy to encourage pride in place we live in. The neglect and dirt in front of many homes is terrible to drive through and reflects many of the issues raised in your plan.** **2. Children need more interactive play areas where inter community play is actively encourage.** **3. Volunteer groups to visit wives and older people in their homes who are essentially alone, many of whom are depressed, lonely and without joy or help of any kind.** **4. We need to actively encourage communities to dob in a neighbour who is selling drugs or engaged in criminal activities** **5. Belmont lacks any community drive to encourage people to participate or take pride in our city. While all projects are good in themselves until we can develop a plan to make all people feel welcome and seek higher goals and achievements all the plans in the world are just drops in a teacup.** **We need a plan to help all cultures feel like they belong and are valued and that those who have are treated the same as those who don't have.** **6. Subsidies need to be allocated for environment health and wellbeing, housing and education to raise the standard of living and help make our community a place where all belong and are encouraged to contribute by elevating the place and street they live in.**	1. Referred to Parks, Leisure & Environment – Verge enhancement 2. Referred to Parks, Leisure & Environment Request – Interactive play areas 3. Referred to Economic & Community Development – Volunteer services 4. Referred to Safer Communities (Community Safety) – Reporting of crime 5. Referred to Economic & Community Development – Community pride 6. General referral – Subsidies for various actions 7. Referred to Parks, Leisure & Environment - City verges 8. Referred to Economic & Community Development – Community programs for vulnerable residents 9. Referred to Economic & Community Development – Mental health assistance

7. Mandatory care for housing, gardens, street scapes needs to be introduced and incentives provided to promote design and presentation. **8.Community programs need to be put in place to assist disabled, lonely sick and old who live alone and who need assistance.** **9. It is accepted that happy people who feel they belong and are valued are generally more healthy. Mental health programs are desperately needed in our community and a place where adducts can seek refuge and assistance is way overdue.** **Involvement of every member of community in above programs is the only way they will work.**	
I am grateful that City of Belmont pro-active to care, protect, improve the public health in community that one I believe through connected with people in the neighborhood. **I would to ask again some outdoor exercise equipment to be planted in Epsom Park to get people in the area get out and connected in the park. I saw migrant around no really speaks English but engaging can be build up via connecting through our exercise activities in the park. Please re-consider us on East Ward**	• Referred to Parks, Leisure & Environment - Request for exercise equipment at Epsom Park
Some useful strategies here. As a Senior I recently attended the Count Us In program however I had to pay for the Oasis membership and as an ongoing commitment it is expensive. The outdoor exercise areas are an alternative but alone it is boring. **School attendance is related to the health of a society. When I worked for Education Dept of WA the attendance of students to our local government schools was below average. What can the City do to encourage a higher rate of attendance ?**	• Referred to Parks, Leisure & Environment and Economic & Community Development – Count Us In program and Oasis membership • Referred to Economic & Community Development - School attendance • Referred to Parks, Leisure & Environment and Economic & Community Development - No Smoking / Vaping locations

I see smoking and vaping is not allowed at the Hub or shops. However, I would like to see smoking and vaping banned in the related car parks and footpaths around all of our shopping precincts. and extend this to any of our parks. Why have healthy parks and environments and someone walks by smoking? **I may come up with more ideas.**	
1. Elevate crime and antisocial behaviour as a major priority, reflecting its clear first-place ranking in community feedback. **2. Add a school food-security action developed with local schools and Foodbank WA.** **3. Add actions supporting residents to start viable small businesses as secure employment, income, purpose and social connection are important determinants of health. Support local enterprise, self-employment and job creation as determinants of financial, social and community wellbeing by reducing barriers to starting a business, providing accessible mentoring and micro-enterprise support, facilitating affordable business spaces and increasing opportunities for local businesses to supply the City and major local employers.** **4. Publish the full implementation plan and summary of public submissions before the Public Health Plan is adopted** **5. Publish the MARKYT survey methodology and respondent demographics, including homeowner, tenant and ratepayer representation. I would like to know if I am represented in these figures.** **6. Explain how ratepayer affordability and value for money were considered.** **7. Report publicly each year on expenditure, delivery and measurable outcomes—not merely internally through the Corporate Business Plan.**	1. Referred to Safer Communities (Community Safety) - Community safety issues 2. Referred to Economic & Community Development – Food security 3. Referred to Economic & Community Development – Small business support 4. Implementation Plan will be completed after publishing of plan. Public submissions included in Engagement Report provided to Council 5. MARKYT scorecards and demographic information available on City webpage 6. Draft Public Health Plan reflects current and proposed budgeted actions under most Directorate's strategies and actions 7. Draft Public Health and Implementation Plans will be reviewed annually 8. Referred to Economic & Community Development – Community support and food security 9. Draft Public Health Plan is a high-level document with actions that reference a wide range of factors impacting on health and wellbeing 10. Referred to appropriate Departments

8. Include cost-of-living support, particularly food security, access to essential services and referrals. **9. Replace language implying that poor outcomes are simply caused by "poor lifestyle choices" with wording that properly recognises affordability, housing, transport, education, time constraints and access barriers** **10. *Detailed attachment on ten subject matters***	

12.5 Belmont Men's Shed Funding Request

Voting Requirement	:	Simple Majority
Subject Index	:	168/002
Location/Property Index	:	Lot 150 (57) Robinson Avenue, Belmont
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	23 June 2015 Ordinary Council Meeting Item 12.1; 26 April 2017 Ordinary Council Meeting Item 12.3; 26 June 2018 Ordinary Council Meeting Item 12.3
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Development and Communities

Council role

Overseeing	Overseeing the allocation of the City's finances and resources e.g. setting the annual budget, accepting tenders, determining what services and facilities the City is to provide, annual reports, selecting the CEO and reviewing the CEO's performance.

Purpose of report

To consider a request from Belmont Men's Shed Inc. (BMS) for a one-off payment and an increased annual funding agreement from 1 July 2026, and to determine a three-year, capped contribution toward occupancy costs at Lot 150 (57) Robinson Avenue, Belmont (refer Attachment 12.5.1).

Summary and key issues

The City of Belmont has been working with Belmont Men's Shed (BMS) since its inception in May 2013. There have been three key Council decisions since this time (see Attachment 12.5.2), in summary these outcomes were:

- At the Ordinary Council Meeting (OCM) held 23 June 2015 (Item 12.1), Council endorsed the provision of funds over a two year period to assist with the establishment of Belmont's inaugural Men's Shed, specifically to assist with accommodation costs.
- At the OCM held 26 April 2017 (Item 12.3), Council endorsed the provision of funds of $55,000 over a one year period to assist BMS with accommodation costs.

- At the OCM held on 26 June 2018 (Item 12.3), Council endorsed an Alternative Councillor Motion, for the provision of $55,000 for the
- 2018-2019 financial year for accommodation support through a renewed Memorandum of Understanding with performance outcomes and an emphasis on BMS becoming more financially independent over time.

Note:

Mayor Rossi sought to adjourn the meeting for 5 minutes to allow the Administration to provide further advice on the content within the Officer report.

7:24pm Kulczycki moved, Harris seconded, that the meeting be adjourned for 5 minutes.

Carried Unanimously 9 votes to 0

For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Nil

7:32pm The Presiding Member reconvened the meeting.

Note:

The Presiding Member advised that in accordance with section 5.23(4)(b) of the *Local Government Act 1995 (WA)*, Council would go behind closed doors to further discuss confidential matters pertaining to Item 12.5 - Belmont Men's Shed Funding Request.

7:35pm Sessions moved, Sekulla seconded that in accordance with Section 5.23(4)(b) of the *Local Government Act 1995 (WA)*, the meeting proceed behind closed doors to discuss Item 12.5 - Belmont Men's Shed Funding Request.

Carried Unanimously 9 votes to 0

For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Nil

7:36pm Members of the public gallery departed the meeting.

8:31pm The meeting came out from behind closed doors. Three members of the public returned to the meeting.

Consistent with section 5.23(8) of the *Local Government Act 1995 (WA)*, the following is provided regarding the decision to go behind closed doors.

(a) the decision

The decision to go behind closed doors is included at page 106 of these minutes.

(b) the subsection under which the decision is made and, if that subsection is subsection (2) or (4), the paragraph of that subsection under which the decision is made

The decision to go behind closed doors was made pursuant to section 5.23(4)(b) of the *Local Government Act 1995 (WA)*.

(c) if the provision recorded under paragraph (b) is subsection (2)(c) or (4)(g) — the applicable regulation (including any applicable subregulation or paragraph)

Not applicable.

(d) if the provision recorded under paragraph (b) is subsection (2)(d) or (4)(h) — a statement that a direction was given under section 5.23AA(1) or (2) (as the case requires)

Not applicable.

(e) an explanation of how the matter or information to which the decision relates falls within the scope of the provision recorded under paragraph (b)

Clarification was sought on information related to the personal and financial affairs of an individual and an association.

(f) a summary of the steps taken to ensure that the closure to members of the public is for no longer than required or authorised under the provision recorded under paragraph (b)

Council only discussed Item 12.5 behind closed doors. The Presiding Member advised the meeting of the time taken to ask and answer questions on the confidential matter. As soon as confidential discussion on Item 12.5 concluded, Council moved a motion to reopen the meeting, with the CEO advising the public meeting of the re-ordering of the alternative motion after which debate recommenced and the Item was voted upon.

(g) any prescribed information

There is no prescribed information contained in the *Local Government (Administration) Regulations 1996 (WA)* relevant to this section.

Note:

Mayor Rossi put forward the following Alternative Motion.

Alternative Motion

Sessions moved, Kulczycki seconded

That Council:

1. Receives the Assessment of Financial Viability and the 2025-26 Annual Report from Belmont Men's Shed Inc.
2. Approves a maximum City contribution toward rent and specified outgoings of:
    a) $83,000 in 2026-27; and
    b) annual indexation in 2027-28 and 2028-29 by Perth CPI (March quarter) capped at four percent.
3. Authorises the Chief Executive Officer to negotiate and execute a Funding Agreement with Belmont Men's Shed Incorporated for the period 1 July 2026 to 30 June 2029, including appropriate performance and reporting requirements.
4. Notes that an amendment to the adopted 2026-27 budget, will be included in the October Budget Review in accordance with the Council resolution.
5. Requires a report to Council by March 2029, or earlier if proposed occupancy costs exceed the City's contribution by more than 10 percent, reviewing the Funding Agreement and its community impact; and endorses the position in the meantime that occupancy costs above the approved City contribution remain the responsibility of Belmont Men's Shed Inc.
6. Requests that the Chief Executive Officer assist Belmont Men's Shed to identify and pursue suitable sponsorship opportunities, including introductions to local businesses where appropriate, to help strengthen the Shed's long-term financial sustainability.
7. Requests that the Chief Executive Officer work with Belmont Men's Shed to explore potential alternative accommodation options, including suitable City-owned or other appropriate premises, where opportunities may exist for a more sustainable long-term home for the Men's Shed.

Reasons:

- The report identifies corporate sponsorship as an opportunity for Belmont Men's Shed and recognises that the Shed would benefit from support to

develop this further. This provides an opportunity for the City to actively help the Men's Shed build additional income, particularly by making connections with local businesses and creating opportunities for local businesses to support the valuable work the Men's Shed provides to the community.

- The Belmont Men's Shed provides a valuable service to the local community. Exploring potential alternative accommodation gives the City and the Men's Shed an opportunity to identify whether a more sustainable long-term home may be available.

Note:

As the mover of Mayor Rossi's Alternative Motion, Cr Sessions requested to make an amendment to the Alternative Motion for the inclusion of a one off payment of $20,000 to cover the deficit incurred by the Belmont Men's Shed for 2025-26. Mayor Rossi and the Seconder agreed to include the additional clause to become point 4 of the Alternative Motion.

Amended Alternative Motion

That Council:

1. Receives the Assessment of Financial Viability and the 2025-26 Annual Report from Belmont Men's Shed Inc.
2. Approves a maximum City contribution toward rent and specified outgoings of:
   a) $83,000 in 2026-27; and
   b) annual indexation in 2027-28 and 2028-29 by Perth CPI (March quarter) capped at four percent.
3. Authorises the Chief Executive Officer to negotiate and execute a Funding Agreement with Belmont Men's Shed Incorporated for the period 1 July 2026 to 30 June 2029, including appropriate performance and reporting requirements.
4. Provide $20,000 as a one off payment to cover the deficit for 2025-26.
5. Notes that an amendment to the adopted 2026-27 budget, will be included in the October Budget Review in accordance with the Council resolution.
6. Requires a report to Council by March 2029, or earlier if proposed occupancy costs exceed the City's contribution by more than 10 percent, reviewing the Funding Agreement and its community impact; and

endorses the position in the meantime that occupancy costs above the approved City contribution remain the responsibility of Belmont Men's Shed Inc.

7. Requests that the Chief Executive Officer assist Belmont Men's Shed to identify and pursue suitable sponsorship opportunities, including introductions to local businesses where appropriate, to help strengthen the Shed's long-term financial sustainability.
8. Requests that the Chief Executive Officer work with Belmont Men's Shed to explore potential alternative accommodation options, including suitable City-owned or other appropriate premises, where opportunities may exist for a more sustainable long-term home for the Men's Shed.

Reasons:

- The report identifies corporate sponsorship as an opportunity for Belmont Men's Shed and recognises that the Shed would benefit from support to develop this further. This provides an opportunity for the City to actively help the Men's Shed build additional income, particularly by making connections with local businesses and creating opportunities for local businesses to support the valuable work the Men's Shed provides to the community.
- The Belmont Men's Shed provides a valuable service to the local community. Exploring potential alternative accommodation gives the City and the Men's Shed an opportunity to identify whether a more sustainable long-term home may be available.

Note: The Mover and Seconder agreed that each point within the Amended Alternative Motion would be voted on individually, consistent with section 12.2 of the *Standing Orders Local Law 2017.*

Amended Alternative Motion
Sessions moved, Kulczycki seconded 1. Receives the Assessment of Financial Viability and the 2025-26 Annual Report from Belmont Men's Shed Inc. **Carried Unanimously 9 votes to 0** For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions Against: Nil

Amended Alternative Motion
Sekulla moved, Sessions seconded 2. Approves a maximum City contribution toward rent and specified outgoings of: a) $83,000 in 2026-27; and b) annual indexation in 2027-28 and 2028-29 by Perth CPI (March quarter) capped at four percent. **Carried Unanimously 9 votes to 0** For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions Against: Nil

Amended Alternative Motion

Sessions moved, Harris seconded

3. Authorises the Chief Executive Officer to negotiate and execute a Funding Agreement with Belmont Men's Shed Incorporated for the period 1 July 2026 to 30 June 2029, including appropriate performance and reporting requirements.

Carried Unanimously 9 votes to 0

For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Nil

Amended Alternative Motion

Sessions moved, Ryan seconded

4. Provide $20,000 as a one off payment to cover the deficit for 2025-26.

Carried 6 votes to 3

For: Abedin, Davis, Marks, Rossi, Ryan and Sessions

Against: Harris, Kulczycki and Sekulla

Amended Alternative Motion

Sessions moved, Harris seconded

5. Notes that an amendment to the adopted 2026-27 budget, will be included in the October Budget Review in accordance with the Council resolution.

Carried Unanimously 9 votes to 0

For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Nil

Amended Alternative Motion

Sessions moved, Harris seconded

6. Requires a report to Council by March 2029, or earlier if proposed occupancy costs exceed the City's contribution by more than 10 percent, reviewing the Funding Agreement and its community impact; and endorses the position in the meantime that occupancy costs above the approved City contribution remain the responsibility of Belmont Men’s Shed Inc.

Carried Unanimously 9 votes to 0

For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Nil

Amended Alternative Motion

Kulczycki moved, Sessions seconded

7. Requests that the Chief Executive Officer assist Belmont Men's Shed to identify and pursue suitable sponsorship opportunities, including introductions to local businesses where appropriate, to help strengthen the Shed's long-term financial sustainability.

Carried Unanimously 9 votes to 0

For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Nil

Amended Alternative Motion

Sekulla moved, Kulczycki seconded

8. Requests that the Chief Executive Officer work with Belmont Men's Shed to explore potential alternative accommodation options, including suitable City-owned or other appropriate premises, where opportunities may exist for a more sustainable long-term home for the Men's Shed.

Carried Unanimously 9 votes to 0

For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Nil

Officer Recommendation

That Council:

1. Receives the Assessment of Financial Viability and the 2025-26 Annual Report from Belmont Men's Shed Inc.
2. Approves a maximum City contribution toward rent and specified outgoings of:
    a) $83,000 in 2026-27; and
    b) annual indexation in 2027-28 and 2028-29 by Perth CPI (March quarter) capped at four percent.
3. Authorises the Chief Executive Officer to negotiate and execute a Funding Agreement with Belmont Men's Shed Incorporated for the period 1 July 2026 to 30 June 2029, including appropriate performance and reporting requirements.
4. Notes that an amendment to the adopted 2026-27 budget, being $21,640, will be included in the October Budget Review.
5. Requires a report to Council by March 2029, or earlier if proposed occupancy costs exceed the City's contribution by more than 10 percent, reviewing the Funding Agreement and its community impact; and endorses the position in the meantime that occupancy costs above the approved City contribution remain the responsibility of Belmont Men's Shed Inc.

Belmont Men's Shed has now requested additional support from the City in the form of:

- A one-off payment of $20,000 to cover 2025-26 deficit; and
- An increase in annual funding to $83,000 from 1 July 2026 to cover occupancy costs (rent and rental outgoings).

It is recommended that the BMS Funding Agreement 2026-27 is increased to $83,000 per annum with Perth CPI (capped at 4%) applied annually for a term of three years. It is also recommended that a new funding agreement is negotiated, including the new performance targets linked to milestone payments.

The one-off payment of $20,000 to cover 2025-26 deficit is not recommended, as there was no commitment by Council to fund increases in occupancy costs at the time.

Location

The Belmont Men's Shed operates from Lot 150 (57) Robinson Avenue, Belmont.



Location Plan

The premises is privately owned. The City provides funding support and is not the lessor.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Throughout the 2025-2026 financial year, the City's Officers have had ongoing contact with BMS committee members, facilitating the promotion of a number of community projects, initiatives and partnership opportunities.

The annual inspection of the BMS premises by the City's Health Department in February 2026, confirmed it was being operated compliantly in terms of the *Health (Public Building) Regulations 1992 (WA)*. In addition, the City facilitated assistance from an independent third party Chartered Accountant with Chartered Accounts Australia and New Zealand (CA ANZ) to provide pro-bono support. The Chartered Accountant reviewed the finances of BMS and published accounts of other Perth metropolitan Men's Sheds.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: People

Outcome: 2. A strong sense of pride, belonging and creativity.

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

The CP50 – Donations – Finance Assistance Policy directs the process of administering financial assistance to the local community, including not for profit groups, local schools, sporting, and recreational clubs and disaster relief appeals.

Specific donations such as funding agreements are contained with the CP50 Policy and particularly aligns with the following policy detail:

- Requests for financial assistance will only be considered where it is determined that the financial assistance will provide a direct benefit to the City's community by service provision that is reflective of community needs.

Statutory environment

There are no specific statutory requirements in respect to this matter. However, it is worth noting that The *Local Government Amendment Act 2023* seeks to insert a new Section 5.96B to the *Local Government Act 1995 (WA)* that will require local governments to maintain a public register of all grants of money that a Local Government makes to other persons or businesses.

The objective of this Register is to provides transparency and accountability to the community. Local Governments must ensure that appropriate acquittal and reporting requirements are imposed on grant recipients to satisfactorily verify that grant funds have been used for their intended and approved purpose.

Background

Council support to BMS has been provided as accommodation funding.

- On 23 June 2015 Council committed $72,000 over two years to establish the shed.
- On 26 April 2017 and 26 June 2018 Council approved $55,000 for a single financial year on each occasion.
- In 2018 Council also resolved that funding above rent would be assessed annually, and that BMS should become more financially independent over time.

The $55,000 amount through subsequent budgets has remained the same and not factored CPI increases. Nonetheless, Council did not commit to continually meeting the cost of BMS' lease and outgoings.

Ongoing accommodation support, annual funding has continued through the City's budget process in recognition of the community benefits delivered by BMS.

During this time BMS has continued to operate with the annual $55,000, delivering a range of community projects with social outcomes, aligned to multiple areas of the City's Strategic Community Plan.

Following a request from BMS in 2025, provision was made in the 2026-27 budget for a 4% increase to the annual contribution. An additional $4,160 was also allocated for support activities. Given the priority need for accommodation assistance, this amount was incorporated into the 2026-27 funding agreement. Total City support provided to BMS in 2026-27 is therefore $61,360.

While BMS has met the performance requirements of its funding agreements, it has not achieved the objective of becoming more financially independent over time. In response to ongoing concerns regarding financial sustainability, BMS agreed to undertake an independent financial review, which was completed in August 2026.

Report

Request from Belmont Men’s Shed

On 22 June 2026 the Chairman of BMS wrote to the Chief Executive Officer seeking, from 1 July 2026:

- a one-off payment of $20,000 toward the 2025-26 deficit; and
- an increase in the annual funding agreement to $83,000 to support rising occupancy costs (rent and rental outgoings).

BMS advised that occupancy costs for 2026-27 were expected to total approximately $83,000, comprising annual rent of $59,000 and estimated outgoings of $22,300 (Attachment 12.5.1).

On 11 August 2026, the City received BMS' Assessment of the Financial Viability for Continuity of Operations, which provided additional financial information, including details of reserves, operating results and ongoing accommodation costs. The assessment reported reserve balances of $87,083 as at 30 June 2026 and an unrestricted cash balance of $8,032 following an operating deficit of $17,583 in 2025-26.

The assessment identified that the current 2026-27 funding allocation of $61,360 would be insufficient to meet occupancy costs and sought a minimum increase of $19,973, resulting in total funding of $81,333 for 2026-27.

While the August assessment indicated $81,333, it is noted this figure does not include the anticipated rental increase expected to take effect from October 2026. Accordingly, the officer recommendation has been based on the request

outlined in the BMS Chairman's letter dated 22 June 2026, which reflects a request for $83,000 for the 2026-27 financial year.

Independent financial and business model assessment

The assessment was conducted by an independent third party Chartered Accountant and included reviewing the financial information of BMS's operating model and a sample of other Western Australian Men's Sheds.

Key findings:

- Belmont Men's Shed cannot meet a lease of approximately $59,000 in 2025-26 from its own income.
- The recurring City contributions of approximately $55,000 are not sufficient to achieve break-even.
- Income is diversified but modest.
- Opportunities for gaining corporate sponsorship could aid income diversification, but BMS would need support to develop this concept further.
- Potential larger commercial work is limited by quality and accreditation requirements.
- Expenditure appears controlled.
- Equipment replacement included in the 2025/26 deficit may be suitable for grant funding.
- The recurring pressure is occupancy cost.

The Shed's primary value is community benefit. Ongoing viability depends on a combination of modest own-source income and a defined level of public support.

Comparable Men's Sheds generally do not carry a commercial rent and instead are housed within Local Government facilities.

Officer Comment

Outcomes Assessment

BMS states that membership fluctuates throughout the year and currently estimates membership at 40 people. The membership provide unpaid labour and, at times, materials. The Shed operates as a meeting place for men and as a workshop that produces goods and services for the wider community.

Member programs include health seminars, stroke and hearing education, exercise supported by the City, falls and balance, first aid, mental health training, nutrition, financial planning and machine safety seminar attendance is totalled 120 people over six occasions.

Community work reported by BMS includes approximately 20 little libraries; park benches restored at the City's request; toy library repairs; outdoor furniture for Redcliffe Primary School; playground logs; items for Belmont Museum and The Hub; Bike Week bicycle preparation; a community garden; furniture and small builds for residents and entrance ramps for Jacaranda Community Centre to increase accessibility. Belmont Men's Shed also lists links with schools, community organisations and service providers (see Attachment 12.5.4).

Belmont Men's Shed has provided estimated numbers of people who may use or interact with the products developed. The figures are estimates, may overlap, and have not been independently verified.

Improvements in recording and sharing of 'Job Sheets' and volunteer hours would strengthen future reviews, the development of which can be supported by the City.

The 2018 report identified a risk that ongoing City funding can reduce the incentive to develop other income. That remains a reason to set a defined amount, term and review. It does not diminish the community development and health and wellbeing role BMS now plays.

Risk of matching actual occupancy costs

If the City agrees to meet rent and outgoings as invoiced:

- there is no incentive for the tenant to negotiate restrictions on future increases with the landlord;
- the City assumes commercial rent risk on premises it does not have control over; and
- an undesirable precedent would be set for occupancy support for community groups on private leases.

Both options therefore use a fixed starting amount, a cap on the City's payment, and a three-year review. Increases in the lease during the term are not automatically passed on and should be requested annually for consideration. Payment will be linked to performance outcomes and milestone timeframes. Three years provides budget certainty and a defined point to consider a re-valuation, outgoings and alternative premises arrangements.

It is recommended that the City sets a contribution of $83,000 in 2026/27, with a four percent cap on annual increases. This figure will contribute to occupancy costs, reduces the risk of closure, ensuring community benefits continue. The Shed would still need to manage outgoings and other operating costs.

It is recommended that the one-off payment of $20,000 for the 2025-26 deficit is not included because it is not appropriate for the City to cover retrospective costs. The fully executed Funding Agreement (expiry 30 June 2026), made no commitment to assess or increase funding during this time.

Alternative Option

An alternative option Council may consider provides a one-off payment of $20,000, and an annual contribution of $83,000. Compared with the current path, outlined in Table 1 (Financial Implications), the additional cost over three years is approximately $100,500. This option is not recommended as the proposed one-off payment would effectively fund retrospective operating deficits and replenish organisational reserves. While rental and outgoings costs have increased since the last funding review in 2018, the City has no obligation to restore reserve balances or cover historical shortfalls, and doing so may establish an unintended precedent for other community organisations.

Neither option makes the City the head lessee. Neither commits the City to additional items such as make-good costs or capital works on private premises beyond the approved amount.

Reporting and review

Council will be provided with updates on milestone progress via the monthly Information Reports. Annual updates will include total membership, work undertaken, projects delivered and a simple financial snapshot.

A review will be presented to Council by March 2029 to consider actual occupancy costs against the contribution, a valuation of the premises, delivery against the agreement, and whether a different occupancy arrangement should be considered.

Financial implications

The request for additional funding exceeds the 2026/27 budgeted amount by $21,640. Should the recommended amount of $83,000 be approved for this financial year, it would require $21,640 to be included in the October Budget Review.

It is recommended that the funding agreement maintain a fixed amount and is not tied to rental increases imposed by the owner of Lot 150 (57) Robinson Avenue, Belmont.

Reimbursing actual rent and outgoings would expose the City to landlord-driven increases and reduce the incentive to negotiate occupancy costs. Officers recommend a fixed contribution, increased by Perth CPI capped at four percent as determined by the March CPI figures, for a three-year term, with reporting and a review in 2029.

Path	2026-27	2027-28	2028-29	Three-year total
Option 1 (Recommended)	$83,000	$86,320	$89,773	**$259,093**
Additional cost — Option 1	$21,640			
Option 2	$83,000* *Yr 1 total is $103,000 inc one-off	$86,320	$89,773	**$279,093**
Additional cost — Option 2	$41,640 inc one-off			
Option 3 Current Path (based on cpi at 4%)	$61,360	$63,814	$66,367	**$191,541**

Table 1 – Financial implications of funding options

Environmental implications

There are no environmental implications associated with this report.

Social implications

Men's Sheds provide demonstrated social and wellbeing benefits by promoting social connection, purpose and peer support, particularly for older men and those experiencing social isolation. Belmont Men's Shed also delivers broader community value through the design and construction of equipment and other assets for local community organisations and vulnerable community members, at lower cost than commercial alternatives. Continued support for the Shed represents an investment in both individual wellbeing and community capacity, generating benefits for members and the wider community.

Attachment details

Attachment No and title
1. Belmont Men's Shed Correspondence - 22 June 2026 [**12.5.1** - 2 pages] 2. Previous Council Resolutions [**12.5.2** - 4 pages] 3. Belmont Men's Shed Funding Report April 2026 [**12.5.3** - 11 pages]

BELMONT
Men's Shed
'blokes helping blokes'

57 Robinson Ave
Belmont 6104
Phone 61500124
Email email@wabelmontmensshed.org

June 22 2026

Mr John Christie

Chief Executive Officer

City of Belmont

Dear Mr Christie ,

On behalf of the Belmont Men's shed Board of Management I want to express our thanks for all the very significant contribution the City of Belmont through its Councillors and staff to the operation and accommodation it has funded for the work of the Men's shed located at 57 Robinson Ave Belmont 6104.

Over the past few years, we have sought to have the grant provided by the city increased to meet rising costs for the lease of the factory which accommodates the current operation of the Shed. Early in the shed's life the MOU with the Council stated that we needed to provide evidence of the need for a Shed in the life of the city. Now with ten years of service and many projects later we have affirmed the success of the Belmont Men's shed in the life of the community around the city.

However, we have sought to have the grant increased from the amount approved from the $55,000 set in 2017 by the Council resolution (meeting of 26 April 2017), but we have not been able to have the grant increased to meet the rising costs of the lease and outgoings.

Different officers have meet with us and acknowledged the need to meet rising costs of the use of the factory in Robinson Ave. and only recently when we presented our deficit budget for the 2025/ 26 financial year was some idea expressed that the only increase that would be considered was a 4% CPI to the grant.

Whilst we appreciate any increase to the grant this would not meet our budgeted deficit expected now to be over the $17,300 now possibly around $23.000.

We would have to close the Shed as we will struggle to meet the current debt whilst still maintaining our reserves to meet depreciation and maintenance costs plus the costs of restoring the current premises to their former standards.

RECEIVED
2 2 JUN 2026
RECORDS
CITY OF BELMONT

Document Set ID: 6153503
Version: 1, Version Date: 22/06/2026

Our Rental has increased to $59,000 and the outgoings to $22,300 making the $26,300 difference between the Council's grant of $55,000 and the actual costs of $81,300.

This was after we met with the owner of the property who advised us that the Real Estate Agent suggested that the increase in rental would be to $63,000 but he thought that this was too high and we negotiated with him to arrive at the $59,000 figure.

We are aware that we have met all the costs of our MOU and Funding agreements and following the way the Council operates its financial matters regarding its budgeting process that the cpi increases are built into its planning.

The increase in the co-operation between the Council staff and the Men's shed has been very significant in the number of projects from the little libraries to programs with the many primary schools within the city and the seats restored within the parks in Belmont. The value of mutual support is a very significant aspect of the closeness of staff and a community charity like the Men's shed is being carried out in the city.

Now we face the key questions about the future of the Belmont Men's Shed Inc.

We have not had any increase in the grant for over the past 9 years, from 2017 till 2026 whilst the rental costs for commercial buildings have very significantly increased over this period.

With the support that the Belmont Men's shed Inc. has received from the wider community throughout the City of Belmont we bring to you our request as follows

We believe that our request for covering our deficit to the value of a $20,000 payment and to increase the annual funding agreement to cover the costs of the lease and outgoings to the amount of $83,000 per annum as from July 1, 2026.would reflect the value of the achievements of the Belmont Men's shed Inc. in the city of Belmont

We look forward to your response to this request as part of the community working together to provide services to enhance the lives of our residents.

Kind regards

[redacted]

Rev Brian Carey

Chairman

Belmont Men's Shed Inc.

Document Set ID: 6153503
Version: 1, Version Date: 22/06/2026

Attachment 1 - Previous Council resolutions:

23 June 2015 Item 12.1;

26 April 2017 Item 12.3;

26 June 2018 Item 12.3;

ORDINARY COUNCIL MEETING

23 June 2015

Item 12.1 Continued

OFFICER RECOMMENDATION

ROSSI MOVED, POWELL SECONDED,

That Council:

1. Commit $72,000 over the next two financial years (2015-2017) for accommodation support through the development of a Memorandum of Understanding between the City of Belmont and the Belmont Men's Shed Incorporated.
2. Provide a letter of intent to support the future development of a Men's Shed at the 314 Kew Street, Cloverdale site.
3. Authorise the preparation of a Development Application for the proposed Men's Shed at the 314 Kew Street, Cloverdale site to be submitted to the Council for consideration and recommendation to the Western Australian Planning Commission for determination.

****ABSOLUTE MAJORITY REQUIRED****

CARRIED BY ABSOLUTE MAJORITY 8 VOTES TO 0

ORDINARY COUNCIL MEETING

26 April 2017

Item 12.3

ROSSI MOVED, POWELL SECONDED,

That Council:

1. Receive the progress report of the Belmont Men's Shed Incorporated (refer Attachment 9).
2. Commit $55,000 for the 2017-2018 financial year for accommodation support through an updated Memorandum of Understanding between the City of Belmont and the Belmont Men's Shed Incorporated.
3. Require Belmont Men's Shed Incorporated to provide a detailed report to Council annually so that their financial sustainability is encouraged and monitored and that the level of funding required for each of the following two financial years to June 2020 can be reviewed and the level of funding determined.
4. Acknowledge that the Belmont Men's Shed Incorporated no longer requires the use of 314 Kew Street, Cloverdale and that support for a Development Application on this site by the Belmont Men's Shed Incorporated is no longer necessary.

****ABSOLUTE MAJORITY REQUIRED****

CARRIED BY ABSOLUTE MAJORITY 7 VOTES TO 0

ORDINARY COUNCIL MEETING

26 June 2018

Item 12.3 Continued

Note:

Cr Cayoun put forward the following Alternative Councillor Motion.

ALTERNATIVE COUNCILLOR MOTION

CAYOUN MOVED, ROSSI SECONDED,

That Council:

1. Receive the progress report of the Belmont Men's Shed Incorporated.

2. Match the financial contribution made to the Men's Shed in 2017-2018 of $55,000 for the 2018-2019 financial year for accommodation support through a renewed Memorandum of Understanding between the City of Belmont and the Belmont Men's Shed Incorporated. The Memorandum of Understanding shall detail performance targets linked to milestone funding payments.

3. Require Belmont Men's Shed Incorporated to provide detailed reports to Council in December 2018 and April 2019, responding to the following performance targets linked to milestone funding payments (as to be detailed in the 2018-2019 Memorandum of Understanding):

• Provide a detailed Financial Sustainability Plan detailing how the Belmont Men's Shed Incorporated intends to become progressively independent from the City's funding.

• Provide evidence of actively seeking sponsorship funds and grants to support the recurring operational expense requirements and the outcomes of these activities.

• Provide evidence of actively promoting and marketing the Belmont Men's Shed to ensure that a far wider, more diverse cohort of males; of all ages, cultural diversity and abilities is achieved.

• Partner with a mental health provider/service in the promotion, delivery and

hosting of two mental health and wellbeing workshops/forums for males in Belmont.

• Partner with a physical health provider/service in the promotion, delivery and hosting of two physical health and wellbeing workshops/forums for males in Belmont.

• Nominate a Belmont Men's Shed Incorporated representative to attend meetings of the City of Belmont's Age Friendly Focus group, to ensure their participation and input in the City's strategy around seniors and build their networks within the City of Belmont.

4. Acknowledges the need for the Men's Shed to become more financially independent over time, and that the City will continue to work with the Men's Shed towards building capacity to raise money and secure grants.

5. Advise the Men’s Shed that the additional funding on top of rent in the 2018 2019 financial year is intended to be assessed annually.

CARRIED 9 VOTES TO 0

Reason: While the Council must be cautious in ensuring that financial contributions support the Men's Shed adequately while also encouraging greater financial independence, the Men's Shed requires additional funding to support its important work in the Belmont Community with vulnerable people and groups.

Report by Belmont Men's Shed Inc. to the City of Belmont

April 18, 2026

57 Robinson Ave

Belmont 6104

Phone 61500124

Email: email@wabelmontmensshed.org

The Belmont Men's Shed Inc. is a registered charitable community service organization serving the needs of men within the City of Belmont and beyond. We run a range of activities and services that benefit local residents and community groups through the skills of our members. We have a Board of Management which meets monthly or as required to oversee the work of the shed and its members and ensure that good governance policies are followed and that we provide a safe environment for all who attend the shed. Membership of the Shed community is open to men above the age of 16 years and caters for a very wide range of ages, ethnicity and skills including metal and woodwork as well as providing a place for fellowship and conversation

The continuing effects of the Covid 19 pandemic and the flu has caused some slacking off of attendances, however, we have maintained a very strict attendance policy that has ensured that the Shed has not only conformed to the health requirements but created a safe place for its members

During the past three months we have been involved in a range of events and plans that have seen the members celebrate our 10th Anniversary of our opening in February 2016. There has been a range of meetings and planning reviews that provided some reflections on ways to increase membership and develop new projects with the wider community.

We have been significantly supported by the City of Belmont, both Councilors and staff.

We appreciated the financial help provided by the City of Belmont, personal donations, and the incredible range of donated tools, equipment, and supplies. We would not be in the position we are in without the help of many people and companies, especially from the local community.



The presentation of the Certificate of Recognition by the Mayor Cr Robert Rossie with Cassie Rowe MLA Brian Carey and Ron Young At the 10-year Anniversary celebrations

Members of the shed community have given a significant amount of time in the preparation and development of the facility at 57 Robinson Ave Belmont.

The owner of 57 Robinson Ave has been of great assistance in working alongside our members, and he himself is a financial member of the Shed community.

The location of the shed amid the commercial area of the city has been one of the real benefits for ongoing contact and accessibility of the venue. We have some of the local businesses enabling their staff to attend events about health and well-being at the Shed.
We work very closely with Council Staff in the running of these days, which really benefits our growing awareness of improving our health and well-being.

1 Financially Sustainability

The question of sustainability can be addressed from many perspectives including social value community projects, meeting health and welfare needs as well as the aspect financial capacity to be self-funding or to have as the original City of Belmont Council's resolution that was to provide accommodation for the Men's shed. The Council set out its commitment to provide funds for a place to accommodate the shed's activities whilst the management of the shed was charged with ascertaining not only its viability for funding its operation but also to provide evidence of its value to the city and its residents. These two latter points have been proven again and again as shown in our annual report and with our extensive fund-raising efforts, we have been building our financial reserves to plan for the fitting out of a new premises should that come to be part of the City of Belmont's strategic plan for community services

The Council grant has not changed since 2018 when approval was decided to contribute of $55,000 per annum to the Belmont Men's Shed. Over the past 5 years, we have raised these matters through our reports and meetings with staff from the Economic and Community Development Department. Our members have increased that number of projects with the city and these have been very well received by the community of the City of Belmont

In addition to the meetings Members of the Board of Management have attended the Council run consultations for the future community needs of the City of Belmont. Recently three members of the Board of Management attended the community consultation on the City's Community Contribution Fund along with other community groups.

4



The excellent carrying frame for the Belmont Netball Association made by the Men’s shed to enable furniture and equipment to be moved around the courts with some ease. This is one among many projects that have been completed with either the community or the Council itself with the Parks and Gardens’ department being one of the key partners



5



One of the other projects that can be seen through the city is the number of little libraries that now are worked on by both the Council and the members of the Shed community. Many schools as well as the Forum shopping Centre have little libraries for the community



Our pens are sold at the Hub together with several other created goods

Returning to the request at hand for an increased grant from the Council to enable us to cover the costs of the accommodation of the shed at 57 Robinson Ave Belmont.

The details as set out in our financial Statement show the proposed deficit for 2025/26 Financial year will be in the order of $ 17,300.

On our current figures provided by our treasurer the deficit is on the way to rising to over $20,000

We need some clear answers about the future of the Shed in terms of whether we work towards the provision of a city men's shed that is owned by the Shed in partnership with the Council. Noting the need to be a community shed providing for all members of the wider community. We also note that in community services it is never assessed simply on its capacity to fund itself as other values are present.

We set out in our annual reports of the past two years we have listed well over 30 organizations that the Shed community works with to provide those services that benefit organizations in need. This is the key criteria for being sustainable.

Many of the sheds around the city of Perth and throughout the State have been funded by their local Council either through the provision of land or buildings Examples have been given in past reports to the Council that validate the essential value of the Men's shed for a city.

To put it quite simply If the Council understands the social value of having a Men's shed in the City of Belmont, then, it, like may like other Councils would work towards the finding a place including a building that can house a men's shed which will be operated through its management.

Our many conversations between the Council staff, Councillors and the Belmont Men's Shed have provided very active outcomes like the restoring of a significant number of seats in the parks

These conversations have been both good and challenging in that these gatherings are significant in the collection of ideas and ways forward but very frustrating as nothing has occurred over the 6 plus years of the process of consultation. We at the shed are still waiting on the confirmation of how the future needs of a men's or community shed will be created within the City of Belmont

Most of the sheds in Western Australia have been established with funds and or land from their local council together with some grants from the Commonwealth and contributions for organizations like Lottery west

2 Sponsorship Funds and Grants

Our fund raising has been very significant and our shed community works very hard at raising money to cover our operational costs.



Items for sale in Senior's week

We review all information for grants and assess what is needed in the shed so that we can provide the best equipment for the activities to proceed as well as the projects for the wider community. This enables us to take on projects when asked by the Council Officers and the many community groups

We are always ensuring that the highest levels of safety are achieved in the operation of the shed

We have had a number of community education programs from Exercise classes to Stroke education, hearing loss and in May 2026 a program on cancer and care for each other

We have held off seeking large grants so as not to jeopardize any application for a capital grant for the building of a new shed or even the purchase of an existing building. The example of this is the City of Bayswater shed where the Council provided a building and then $135,000 to renovate the building so that it met all the health and environmental requirements other examples are the City of Albany and its community shed

3 Promotion and Marketing



We have prepared flyers for events such as the Sunday Market at the Forum and also on our sales day at the Forum shopping centre and other evenings at Bunnings

This has been both good and challenging in that these gatherings are significant in the collection of ideas and ways forward but very frustrating as nothing has occurred over the 6 plus years of the process of consultation. We at the shed are still waiting on the confirmation of how the future needs of a men's or community shed will be created within the City of Belmont

Our events are promoted through the Council and also the local members of Parliament



One of the very fine aspects of our excellent wood working skills has been the production of the Jarrah plaques for presentation by the Order of Australia Association. These beautifully made plaques are highly valued by the Association

4 & 5 Partnership programs with mental health providers, Physical health and well being

We have been working with staff from the City of Belmont in running some activities for exercise and balance.

We have presented materials like R you OK and the many pamphlets from the Western Australia Men's shed association for information and advice.

We have had a program on stroke and care of our-selves. We have joined in a number of Council run events that provide new ways of understanding and developing more preventable aspects of health care.

There are times when members of the shed community provide professional pastoral care for members going through hard times The atmosphere at the shed is one of caring for each other and as we have a number of men who have lost their partner or others who are alone the shed becomes a place where they receive the acceptance and value to their personhood.

We are working with such diverse organizations in the city, and this brings a real sense of satisfaction to our members

6 Involvement in the City of Belmont Age Friendly Focus Groups

Our Board member on the Group provides written reports to the Shed Management Board from the Focus group and we are engaged with many different events through the Council staff The working with the City of Belmont Officers provides a very positive way of ensuring that the shed members can contribute to the wider society. It is of significance our membership of the Aged friendly focus group provides a forum for conversation and exchange in the city

The links we have developed with organizations like The Base, Council's parks and gardens department, The Forum Shopping Centre, The Toy library The little libraries and the RSL plus many other groups All of these add to the value of the work of the shed.

But most importantly the psychologically value to men's health and well-being is the major contribution of the men's movement

We value the contribution of the Council to the funding of the lease for the shed. It has been especially appreciated during this time of lack of other income and the inability to hold events which could have added to our bank balance. We have felt that both Councillors and staff of the City of Belmont have been most helpful during a year that has many challenges, we hope that the co-operation can keep growing to a wider range of ways of working together and ensuring a vital community service like the Men's shed can continue to achieve more goals with the aid of an active and involved City Council and staff in the year ahead

Currently we have a one-year extension (ends October 2026) to our current lease of 57 Robinson Ave Belmont. This lease has been assessed with the Property owner who has reduced the lease down significantly from what the Real Estate Company was seeking for the 12 months. That has been most helpful

Brian Carey — Chairman

Ron Young — Secretary



8:52pm Cr Abedin departed the meeting.

8:53pm Cr Abedin returned to the meeting.

12.6 Community Lease - Paddle Western Australia Inc. - Garvey Park Waterside Hub

Voting Requirement	:	Simple Majority
Subject Index	:	N/A
Location/Property Index	:	Garvey Park Waterside Hub, Reserve 36441, Lot 501 on Deposited Plan 60812, Fauntleroy Avenue, Ascot
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	Paddle Western Australia Inc.
Owner	:	Crown land managed by the City of Belmont under Management Order L869530
Responsible Division	:	Infrastructure Services

Council role

Overseeing Overseeing the allocation of the City's finances and resources e.g. setting the annual budget, accepting tenders, determining what services and facilities the City is to provide, annual reports, selecting the CEO and reviewing the CEO's performance.

Purpose of report

To seek Council approval for the grant of a community lease to Paddle Western Australia Inc. (Paddle WA) for the Garvey Park Waterside Hub (formerly the Garvey Park artist studio), being part of Reserve 36441, Lot 501 on Deposited Plan 60812, for a term of ten years with one further term of five years.

Council approval is required as the lease is based on a peppercorn rent of $1 per annum plus GST, rather than a market-based rent, and therefore falls outside the Chief Executive Officer's delegated authority under CEO Delegation 1.1.16 - Disposal of Property.

Summary and key issues

- The former Garvey Park artist studio has been vacant since 2018, following previous occupation by Artsource and Nulsen Disability Services.
- The building is identified in the Garvey Park Master Plan as an important building asset that should be retained and activated where suitable opportunities arise.
- Paddle WA is the incorporated State Sporting Association for paddle sports in Western Australia and operates under the national sporting body, Paddle Australia.
- Paddle WA intends to lease the premises as its headquarters and as a node for water-based paddle sport, training, development programs and community participation.
- The proposed community lease agreement (Confidential Attachment 12.6.1) aligns with the intent of the Garvey Park Master Plan by activating an underutilised building, supporting recreation and community use, and improving long-term asset protection through occupation and lessee-funded fit-out works.
- The lease is supported by State Government grant funding through the State Sporting Infrastructure Fund (SSIF) (Confidential Attachment 12.6.2), with a grant approved to assist Paddle WA to complete an internal fit-out.
- Minister for Lands' consent has also been granted for the proposed lease under section 18 of the *Land Administration Act 1997 (WA)* (Confidential Attachment 12.6.3), conditional on the final lease being on the same terms as the document provided to the Department of Planning, Lands and Heritage.

Officer Recommendation

Sessions moved, Kulczycki seconded

That Council:

1. Approves the grant of a community lease to Paddle Western Australia Inc. over the Garvey Park Waterside Hub, being part of Reserve 36441, Lot 501 on Deposited Plan 60812, for a term of ten (10) years with one further term of five (5) years, at a peppercorn rent of $1.00 per annum plus GST, with Paddle Western Australia Inc. responsible for outgoings, utility costs, statutory charges and maintenance obligations in accordance with the lease.
2. Authorises the Chief Executive Officer to finalise and execute the lease and any associated documents necessary to give effect to Council’s

decision, including registration of the lease, with the cost of preparing the lease to be borne by the City of Belmont.

Carried Unanimously 9 votes to 0

For: Abedin, Davis, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Nil

Location

Garvey Park Waterside Hub, part of Reserve 36441, Lot 501 on Deposited Plan 60812, Fauntleroy Avenue, Ascot.



Consultation

Internal Consultation:

Internal consultation has included Leisure Services and other relevant officers involved in the management and activation of Garvey Park. The City's Leisure team supports the proposal.

External consultation:

External consultation was held with the Department of Local Government, Sport and Cultural Industries / Department of Creative Industries, Tourism and Sport regarding potential funding support, and engagement with Ascot Kayak Club,

which is supportive of activation of the site and considers the proposed use complementary to existing paddling activity at Garvey Park.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: People

Outcome: 1. A safe, healthy community.

Outcome: 2. A strong sense of pride, belonging and creativity.

Key Performance Area: Place

Outcome: 7. Attractive and welcoming places.

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Section 3.58 of the *Local Government Act 1995 (WA)* provides the statutory framework for disposal of local government property and defines disposal to include leasing. The proposed lease is an exempt disposition under regulation 30(2)(b) of the Local Government (Functions and General) Regulations 1996, as Paddle Western Australia Inc. is a not-for-profit sporting organisation whose objects are recreational and sporting in nature. Accordingly, the public advertising requirements of section 3.58 of the *Local Government Act 1995 (WA)* do not apply.

The land is Crown land under the City's care, control and management. The lease acknowledges that the City has power to lease the land for a term not exceeding 21 years, subject to the consent of the Minister for Lands. Minister for Lands consent under section 18 of the *Land Administration Act 1997 (WA)* has been granted for the proposed lease, subject to the final lease being executed on the same terms as the document provided to the Department.

Background

The Garvey Park Master Plan was finalised in 2013 establishing actions, priorities and preferred activities for Garvey Park based on environmental restoration and conservation, enhanced facilities to support recreation, and community driven accessibility.

The building commonly referred to as the old arts studio has been used historically as a canteen, artist studio and disability services venue. In 2009, the City explored community art and cultural service opportunities and, through a partnership with Artsource, granted a lease for use of the building as a community arts studio. That lease ended in 2012. Nulsen Disability Services subsequently occupied the building from 2014 until funding ceased in 2018. The building has largely remained vacant since that time.

Paddle WA approached the City with a business plan proposal to lease the former artist studio as its headquarters and to establish the facility as a node for water-based paddle sports. Paddle WA oversees multiple paddling disciplines and clubs across Western Australia and supports pathways including junior development, academy programs, education and qualification courses, coaching and officiating, participation initiatives and high-performance pathways.

Report

The lease presents an opportunity for the City to activate the Garvey Park Waterside Hub, a City-managed asset that has remained largely vacant since 2018. Prolonged vacancy limits the community benefit that can be derived from the facility and creates ongoing asset management and operational risks, including deterioration, vandalism, unauthorised access and increased maintenance requirements.

Paddle WA intends to establish the premises as its headquarters and as a hub for water-based paddle sports, training, education, development programs and community participation initiatives. This use is consistent with the objectives of the Garvey Park Master Plan and provides an opportunity to bring an underutilised City asset back into active recreational and community use.

The lease area comprises approximately 607m² and includes the existing building and improvements at the Garvey Park Waterside Hub.

A key benefit of the arrangement is the external investment that Paddle WA will bring to the facility. Paddle WA has secured funding through the State Sporting Infrastructure Fund (SSIF) towards the internal fit-out. The works include a kitchenette, office space and storage facilities, together with refurbishment of the existing toilets, changerooms and showers. This investment will improve the functionality and presentation of the existing facility and support its establishment as a dedicated hub for paddle sports and related community activities. Refurbushment works may be subject to approval by the Department of Biodiversity, Conservation and Attractions.

The lease term reflects the scale of Paddle WA's investment in the facility and the associated SSIF-funded improvements, and provides tenure certainty to support that investment. A sufficiently secure tenure is important to enable Paddle WA to commit the external funding and undertake improvements to an existing City asset with confidence that the benefits of that investment can be realised over the term of the lease.

The peppercorn rental is considered appropriate having regard to the overall benefit to the City arising from Paddle WA's occupation of the facility and investment in its improvement.

The arrangement will activate an asset that has remained largely vacant since 2018, facilitate external investment through the SSIF-funded fit-out, and transfer a range of operational, utility, outgoings and maintenance responsibilities to Paddle WA. In return for the nominal rental, the City will see an underutilised public asset brought back into active use and improved for sporting, recreational and community purposes, without directly funding the internal fit-out. The proposed arrangement therefore provides a broader public and asset-management benefit to the City beyond the rental income that would otherwise be derived from the premises.

Under the lease, Paddle WA will assume responsibility for a range of outgoings, utilities, statutory charges and maintenance obligations in accordance with the lease and maintenance schedule. These include rates, electricity, water, waste, Emergency Services Levy, preventative maintenance, emergency systems and other operating responsibilities. The City will retain responsibility for building insurance and structural maintenance, subject to the terms of the lease. The allocation of responsibilities provides the City with greater certainty regarding the day-to-day operation and maintenance of the facility while enabling Paddle WA to manage the premises in support of its intened use.

The lease also includes obligations for Paddle WA to keep the City and the relevant State Government department informed of key SSIF funding and alteration dates, supporting appropriate oversight of the investment and works.

The lease provides for a non-exclusive parking and access licence over the area denoted as Area B on the lease plan, shown below, to enable unobstructed access to the premises. The licence does not confer exclusive possession and remains subject to the City's parking controls.

The permitted purpose under the lease is recreational activities and all uses ancillary thereto. Assignment, subletting and casual hire are controlled and require the City's prior written consent. The lease also provides for public liability insurance of $20 million, annual reporting information, maintenance and risk management obligations, and appropriate termination provisions.

Overall, the lease provides an opportunity to convert a largely vacant City asset into an active sporting and community facility, supported by significant external investment and an appropriate allocation of operational responsibilities. The tenure and peppercorn rental are considered reasonable having regard to the

investment required to activate the facility, the benefits to the community and the broader asset-management outcomes for the City.



Financial implications

The proposed lease is based on a peppercorn rent of $1 per annum plus GST. Independent rental advice obtained by the City indicates a market rental value of approximately $8,200 net per annum (excluding GST) on an "as is" basis. The proposed lease therefore represents a concession below market rental value in recognition of the community, sporting and asset activation outcomes delivered by the proposal.

Under the lease, Paddle Western Australia Inc. will be responsible for all outgoings associated with its occupation of the premises. Based on current costs, the City is expected to receive approximately $1,500 per annum in rates revenue and realise approximately $2,500 per annum in reduced operating expenditure through the transfer of routine maintenance responsibilities to the tenant.

The City will retain responsibility for building insurance, structural maintenance and the legal costs associated with preparation of the lease.

No financial contribution is required from the City towards these works, resulting in a substantial external investment in a City-owned asset without direct capital expenditure by the City.

Environmental implications

There are no direct environmental implications associated with this report. The proposed activation of the existing building supports reuse of an existing asset rather than construction of a new facility.

Social implications

The proposed lease supports community participation in sport and recreation, increases activation of Garvey Park, and enables Paddle WA to deliver programs, training, education and development pathways from a location aligned with its operational needs. The proposal is expected to improve public benefit from an underutilised building and support broader community access to paddle sport opportunities.

Attachment details

Attachment No and title
1. CONFIDENTIAL REDACTED - Community Lease Agreement - Paddle WA [Registerable Form] - (Confidential matter in accordance with Local Government Act 1995 (WA) Section 5.23(2)(c)) [**12.6.1** - 38 pages]
2. CONFIDENTIAL REDACTED - Minister for Lands' Consent - (Confidential matter in accordance with Local Government Act 1995 (WA) Section 5.23(3)(b)) [**12.6.2** - 1 page]
3. CONFIDENTIAL REDACTED - State Sporting Infrastructure Fund Approval - (Confidential matter in accordance with Local Government Act 1995 (WA) Section 5.23(3)(b)) [**12.6.3** - 1 page]

12.7 Petition - Request to Update Intersection - Durban Street and Hardey Road

Voting Requirement	:	Simple Majority
Subject Index	:	11/010
Location/Property Index	:	Durban Street/ Hardey Road, Belmont
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	Nil
Applicant	:	Mason James Haddad
Owner	:	N/A
Responsible Division	:	Infrastructure Services

Council role

Overseeing Overseeing the allocation of the City's finances and resources e.g. setting the annual budget, accepting tenders, determining what services and facilities the City is to provide, annual reports, selecting the CEO and reviewing the CEO's performance.

Purpose of report

To consider a petition received regarding concerns with traffic movements at the Durban Street, Hardey Road intersection in Belmont.

Summary and key issues

- On 4 March 2026, a petition conforming to the City's petition requirements bearing 38 valid elector signatures was received.
- The petition reads as follows:

  'We the undersigned electors of the City of Belmont request that Council:

  Design, fund and construct intersection treatment measures to prohibit vehicular access turning right (North – East) onto Durban Street from Hardey Road. Concurrently design, fund and construct intersection treatment measures to prohibit vehicular access turning right (North – West) onto Hardey Road from Durban Street.'
- Following receipt of the petition, traffic volume, speed and movement video data was collected to confirm the existing traffic environment conditions.

- An independent traffic consultant was engaged to complete an analysis of the solution proposed by the petition and alternative upgrade options.
- The traffic analysis has confirmed that a left in, left out (LILO) upgrade option proposed by the Petitioner is not acceptable due to significant redistribution of traffic onto local streets.
- Roundabouts were also considered; however, this configuration does not result in an acceptable level of service at peak morning and afternoon periods with queuing for right turn movements.
- Consideration of traffic calming measures on the approaches to the junction is recommended to improve safety, without the adverse consequences of traffic redistribution.

Officer Recommendation

That Council:

1. Receive the petition on behalf of the petitioners regarding concerns with traffic movements at the Durban Street/Hardey Road intersection, including a proposal to improve the situation.
2. Direct the Chief Executive Officer to advise the Lead Petitioner that based on traffic surveys in June 2026, analysis of crash data and traffic modelling, the petition proposal is not supported at this time.
3. Direct the Chief Executive Officer to advise the Lead Petitioner that the City will progress the investigation, design and implementation of traffic calming measures on Durban Street, Hardey Road and Frederick Street.

Officer Recommendation adopted en bloc - Refer to Resolution appearing at Item 12.

Location

The petition refers specifically to the Durban Street/Hardey Road intersection, refer image below:



Figure 1: Location

Consultation

There has been ongoing consultation between the City and local residents with regards to concerns about traffic movements at the Durban Street, Hardey Road, Frederick Street junction.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: People

Outcome: 1. A safe, healthy community.

Key Performance Area: Place

Outcome: 8. A city that is easy to get around safely and sustainably.

Policy implications

There are no policy implications associated with this report.

Statutory environment

The City of Belmont Standing Orders Local Law 2017 stipulates:

6.8 Petitions

1) A petition is to –

   (a) be addressed to the Mayor;

   (b) be made by electors of the district;

   (c) state the request on each page of the petition;

   (d) contain the name, address and signature of each elector making the request, and the date each elector signed;

   (e) contain a summary of the reasons for the request; and

   (f) state the name of the person to whom, and an address at which, notice to the petitioners can be given.

2) Upon receiving a petition, the local government is to submit the petition to the relevant employee to be included in his or her deliberations and report on the matter that is the subject of the petition, subject to subsection

3) At any meeting, the Council is not to vote on any matter that is the subject of a petition presented to that meeting, unless –

   (a) the matter is the subject of a report included in the agenda; and

   (b) the Council has considered the issues raised in the petition.

Background

On 4 March 2026, a petition conforming to the City's petition requirements bearing 38 valid elector signatures was received. Whilst additional signatures were received, they did not conform on the basis that they were not electors of the district and were deemed invalid.

The petition reads as follows:

'We the undersigned electors of the City of Belmont request that Council:

Design, fund and construct intersection treatment measures to prohibit vehicular access turning right (North – East) onto Durban Street from Hardey Road. Concurrently design, fund and construct intersection treatment measures

to prohibit vehicular access turning right (North – West) onto Hardey Road from Durban Street.'

The primary concern of the petition relates to traffic movements at the Durban Street, Hardey Road intersection in Belmont, and the associated impacts on excessive noise, safety and inconvenience to local residents.

Following receipt of the petition, traffic volume, speed and movement video data was collected to confirm the existing traffic environment conditions.

An independent traffic consultant was engaged to complete an analysis of the solution proposed by the petition and alternative upgrade options.

The results of the traffic analysis are detailed below.

Report

Existing Traffic Environment: Volumes and Speeds

The Frederick Street, Hardey Road and Durban Street junction is a staggered, back-to-back tee-intersection configuration. Hardey Road is designated as a Distributor (B) road, while Frederick Street and Durban Street are designated as Local Distributor roads under the Main Roads WA Road Hierarchy.

The June 2026 daily traffic volumes and desirable volumes (advised under the Main Roads WA Hierarchy) are provided below:

Location	Traffic Volume	Desirable Volume
Hardey Road west of Durban Street	9,875	> 6,000
Hardey Road east of Frederick Street	9645	> 6,000
Durban Street	7172	6,000
Frederick Street	5950	6,000

Table 1: Existing Traffic Volumes

The existing traffic volumes are in alignment with the desirable volumes except for Durban Street.

The June 2026 speed survey results are provided below:

Location	Direction	85th Percentile Speed	Speed Limit
Hardey Rd, west of Durban St	Both	52 km/hr	60 km/hr
Durban St (Hardey Rd to Keymer St)	Northbound/ Southbound	52 km/hr	50 km/hr
Frederick St (Williamson Ave to Hardey Rd)	Northbound	48 km/hr	50 km/hr
Frederick St (Williamson Ave to Hardey Rd)	Southbound	39 km/hr	50 km/hr
Hardey Rd (Slow point to Stanley St)	Eastbound	52 km/hr	60 km/hr
Hardey Rd (Slow point to Stanley St)	Westbound	49 km/hr	60 km/hr

Table 2: Existing Speeds

The survey results indicate that motorists are generally operating below the posted speed limit, while those on Durban Street marginally exceed the 50 km/hr limit.

Crash History

The crash history for the period 1 January 2021 to February 2025 is as follows:

- Hospital Two (2)
- Medical Four (4)
- PDO* Major Four (4)
- PDO Minor Three (3)

Total Thirteen (13)

(* Property Damage Only)

The predominant crash types were right angle, rear end and hit object.

In response to community feedback the Fredrick/Hardey/Durban Street junction was upgraded to improve safety in March 2025. The scope of works included construction of a central median island on Hardey Road, a splitter island on Frederick Street, installation of Give Way controls and parking restrictions.

The crash history for the period 1 April 2025 to December 2025 (following the safety upgrade works) is as follows:

- Medical Three (3)
- PDO Major One (1)
- PDO Minor One (1)

  Total Five (5)

The predominant crash types were right angle and rear end.

In summary, while the frequency of crashes has increased following the safety upgrade works, the injury severity has decreased, with no hospital incidents. It should also be noted that there has been a short evaluation period of only nine (9) months since the upgrade works were completed.

Traffic Analysis

An independent traffic consultant was engaged by the City to complete an analysis of the existing junction, along with scenario testing of the solution proposed by the petition and alternative upgrade options.

Refer to the Traffic Analysis Report in Attachment 12.7.1.

The traffic movement loop and video survey results confirmed a high volume of traffic originating from either Frederick Street or Durban Street, onto Hardey Road, and performing a 'zig zag' movement onto Durban or Frederick. There are approximately 1600 vehicles per day undertaking this movement in each direction, or 3200 vehicles per day. There are significant morning (AM) and afternoon (PM) peak hour right turn movements from Hardey Road onto Durban, associated with either the 'zig zag' movement or turning directly from Hardey Road ranging from 168 per hour AM peak to 301 per hour PM peak. Typically, this results in traffic congestion, queuing, and conflicts with the high volume of through traffic on Hardey Road, leading to incidents.

The summary of traffic movements is illustrated below:

Movement	24-Hour Right-Turn Volume (veh/day)	Originating from Opposite Street (veh/day)	% of Daily Right-Turns	AM Peak Hour Right Turns (vph)	Originating from Opposite Street (vph)	% of AM Right-Turns	PM Peak Hour Right Turns (vph)	Originating from Opposite Street (vph)	% of PM Right-Turns
Hardey Road → Frederick Street	2,594	1,610 (from Durban Street)	62.1%	275	161	58.5%	219	157	71.7%
Hardey Road → Durban Street	2,449	1,620 (from Frederick Street)	66.2%	168	94	56.0%	301	206	68.4%
Total	5,043	3,230	64.0%	443	255	57.6%	520	363	69.8%

Table 3: Traffic Movements Origin, Destination and Right Turns.

Left in Left Out (LILO) Upgrade Option

Traffic modelling was undertaken to assess the performance of a Left In Left Out (LILO) arrangement with no right turns permitted to and from Hardey Road, Durban Street or Fredrick Street. While the petition only requested the option of LILO at the Durban Street/ Hardey Road intersection, this configuration was also adopted at the Frederick Street/ Hardey Road intersection as a holistic or complete response to the common operational and safety issues at this junction. The LILO configuration would result in operational and safety benefits at the junction with elimination of the conflicts between right turn and through movements along Hardey Road. However, the traffic modelling analysis indicates a significant traffic redistribution onto local streets, exceeding their desired capacity.

Refer to the table and image below from the modelling analysis results showing the local streets impacted:

Road name	Existing	Additional	Total	Capacity	Over capacity
Atwell St	302	1294	1596	1000	Yes
Belvidere St	2718	415	3133	3000	Yes
Coffey Rd	557	1469	2026	1000	Yes
George St	457	166	623	1000	No
Raleigh St	457	285	742	1000	No
Stanley St	362	285	647	1000	No
Wallace St	557	173	730	1000	No
Keymer St	1341	1469	3071	1000	Yes
Williamson Ave	261	1294	1555	1000	Yes

Table 4: Traffic Modelling of LILO, Redistribution and Capacity.



Figure 2: Local Streets impacted with LILO.

In summary, the LILO upgrade option is not supported.

Roundabout Option

Traffic modelling was undertaken to assess the performance of roundabouts at both the Hardey/Durban and Hardey/Frederick intersections, refer Figure 3 below. Level of Service analysis at peak morning and afternoon periods indicated that this configuration would perform poorly. This is a consequence of right turn movements queuing on Hardey Road between the closely spaced intersections. It should also be noted that there is a crest curve on Hardey Road in the vicinity of Stanley Street that limits forward sight distance appreciation on the final approach to the Frederick Street, Durban Street intersections, contributing to conflicts and potential incidents with traffic queueing to enter the roundabout.

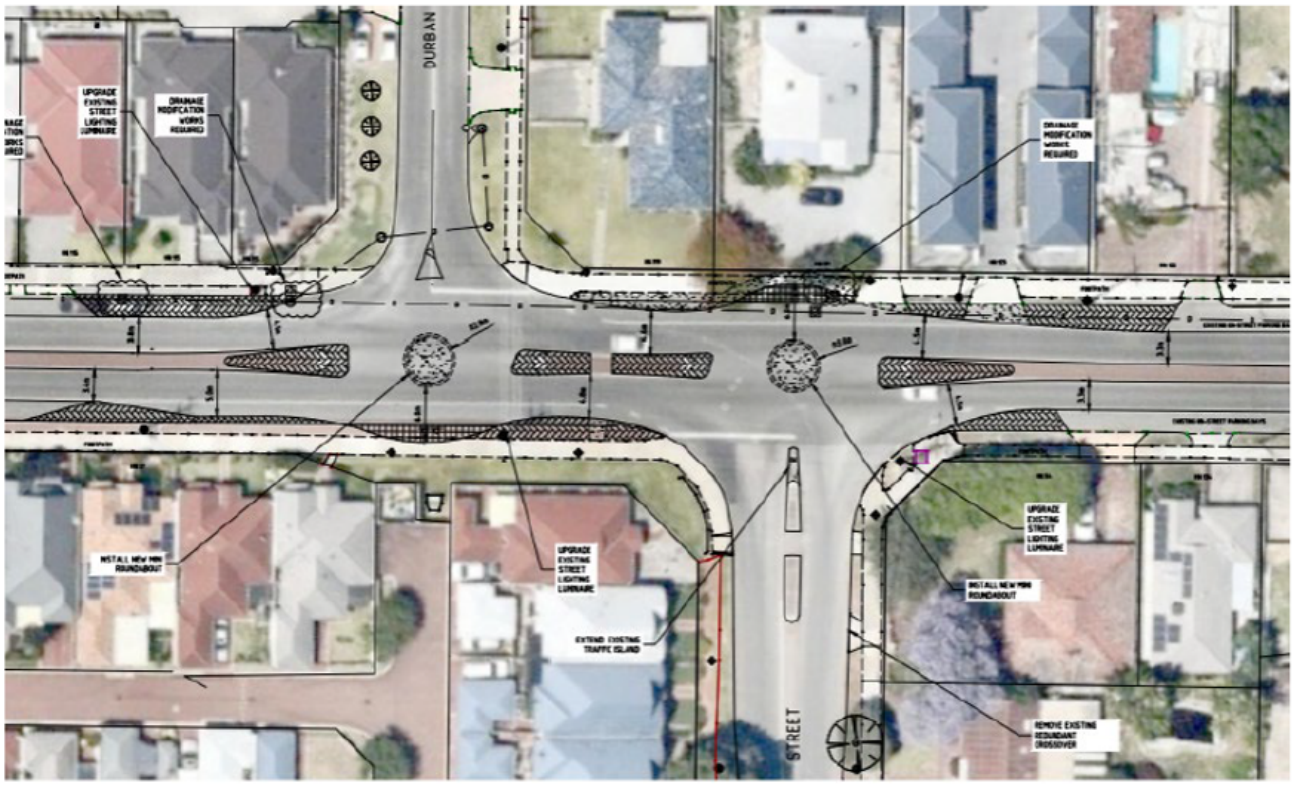


Figure 3: Roundabout upgrade option

In summary, the roundabout upgrade option is not supported.

Traffic Management Measures

Given the negative results from the traffic modelling scenarios, consideration has been given to the implementation of traffic management measures to improve safety, without the consequences of unacceptable traffic redistribution. One such measure could involve the construction of raised plateaus on Frederick Street, Hardey Road and Durban Street on the approaches to the junction. The subsequent reduced speeds on the final approach to the junction would assist in reducing the frequency and severity of crashes.

City officers will also consider other feasible traffic management measures under the suite of options from the Main Roads WA, Low-Cost Urban Road Safety (LCURS) guideline document for funding under this program.

Ongoing monitoring of traffic conditions and crash patterns following implementation of the traffic management measures may lead to additional works implemented at this locality over time.

In summary, it is recommended that traffic management measures are investigated, designed and implemented at the Frederick Street/Hardey Road/Durban Street junction.

Financial implications

Financial implications for any future works will be determined upon completion of the final designs with consideration of funding sources, subject to standard budget process.

Environmental implications

There are no environmental implications in the long term associated with the recommended traffic calming works. There may be some short-term environmental implications during the works implementation phase. These will be considered further and mitigated wherever possible in the design phase.

Social implications

Following implementation of traffic calming works there will be improved road user safety and improved local resident living amenity.

Attachment details

Attachment No and title
1. Traffic Analysis Report [**12.7.1** - 31 pages]

Technical Note:	No 1	**Date:** 31/07/2026
Project No:	t26.149	
Project:	Hardey Road intersections with Durban St and Frederick St	
Subject:	**Review of intersection treatments**	

INTRODUCTION AND BACKGROUND

The City has received a petition from local residents requesting the implementation of intersection treatment measures at the intersections of Frederick Street/Hardey Road and Durban Street/Hardey Road, including the prohibition of right-turn movements to create a left-in/left-out (LILO) access arrangement.

The petition identifies several concerns associated with the current operation of the intersections, including:

- Excessive traffic noise generated by heavy vehicles, congestion and vehicle horn use;
- Perceived pedestrian safety concerns, particularly along Durban Street;
- Difficulties for residents entering and exiting nearby driveways due to traffic queues;
- Frequent vehicle conflicts and crashes associated with right-turn movements at the Durban Street/Hardey Road intersection; and
- Increased traffic associated with access to the Redcliffe and Airport/Rail Station precincts.

Frederick Street and Durban Street currently provide important connections between the surrounding residential area and the broader arterial road network. The proposed LILO treatment would prohibit right-turn movements at the subject intersections through extension of the existing centre median on Hardey Road. While such a treatment may improve safety by reducing conflict points, it would also require motorists to utilise alternative routes through the surrounding local street network to complete movements that are currently undertaken directly.

To assess the potential impacts of the proposal, the City commissioned traffic surveys to establish existing turning movement patterns and determine the likely extent of traffic redistribution that may occur if the proposed restrictions are implemented.

Address: 61 York Street, Subiaco WA 6008. P.O.Box 42 Subiaco WA 6904
Phone: +61 (08) 9382 4199
Fax: +61 (08) 9382 4177
Emal: admin@transcore.net.a

TRAFFIC SURVEY

Traffic data collection was undertaken in June 2026 using a combination of video-based turning movement counts and tube counts.

Video Traffic Surveys

Twenty-four-hour video traffic surveys were undertaken at the following intersections:

- Frederick Street / Hardey Road;
- Durban Street / Hardey Road;
- Hardey Road / Coffey Road;
- Hardey Road / Stanley Street; and
- Hardey Road / Atwell Street.

The video surveys were used to quantify turning movements at the intersections and identify travel patterns between Frederick Street and Durban Street via Hardey Road.

Tube Count Surveys

To understand existing traffic volumes on potential alternative routes, 24-hour tube counts were undertaken at the following locations:

- Keymer Street;
- Williamson Avenue; and
- Belvidere Street.

These roads are considered likely diversion routes for motorists should right-turn movements at the subject intersections be prohibited.

A review of the video survey data indicates that a substantial proportion of traffic currently travels between Frederick Street and Durban Street using Hardey Road as summarised in **Table 1**.

Table 1: Right-Turn Movements from Hardey Road and Origin-Destination relationship between Frederick Street and Durban Street

Movement	24-Hour Right-Turn Volume (veh/day)	Originating from Opposite Street (veh/day)	% of Daily Right-Turns	AM Peak Hour Right Turns (vph)	Originating from Opposite Street (vph)	% of AM Right-Turns	PM Peak Hour Right Turns (vph)	Originating from Opposite Street (vph)	% of PM Right-Turns
Hardey Road → Frederick Street	2,594	1,610 (from Durban Street)	62.1%	275	161	58.5%	219	157	71.7%
Hardey Road → Durban Street	2,449	1,620 (from Frederick Street)	66.2%	168	94	56.0%	301	206	68.4%
Total	5,043	3,230	64.0%	443	255	57.6%	520	363	69.8%

The survey results indicate that:

- There is a strong existing travel demand between Frederick Street and Durban Street.
- Approximately 3,230 vehicle movements per day currently travel between the two streets via Hardey Road.
- During peak periods, between 255 and 363 vehicles per hour undertake movements between Frederick Street and Durban Street that would be directly affected by the proposed restrictions.
- Implementation of a LILO treatment at both intersections would remove these direct movements and force affected motorists to seek alternative routes through the surrounding road network.
- As a result, alternative east-west streets in locality (refer **Figure 1**) such as Wallace Street, Coffey Road, Stanley Street Raleigh Street, Atwell Street, Belvidere Street and Alexander Road may experience increased traffic volumes and corresponding changes in traffic conditions.

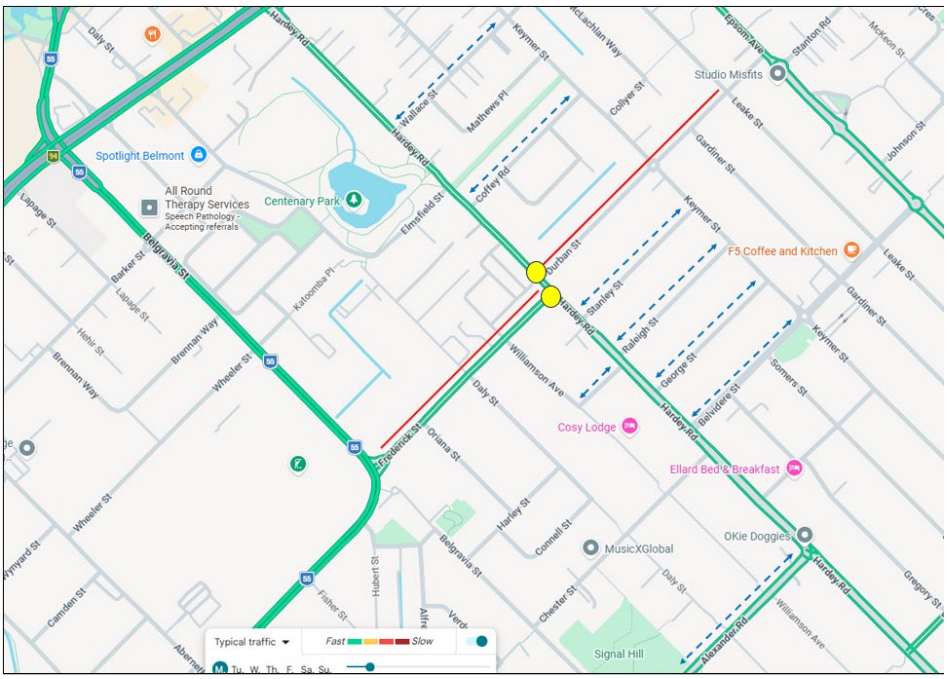


Figure 1: Alternative local routes that may be affected as a result of LILO treatment at the intersections

The survey findings therefore confirm that the proposed LILO arrangements have the potential to significantly alter local traffic distribution and should be assessed carefully to balance the safety and amenity benefits sought by residents against the potential impacts on surrounding residential streets.

REDISTRIBUTION OF TRAFFIC

In determining the redistribution of right-turn movements at the subject intersections, consideration was given to the likely travel behaviour of motorists and the nature of the affected trips. It is expected that most right-turn movements restricted by the proposed treatments will redistribute to the nearest parallel routes, namely Coffey Road and Atwell Street/ Williamson Avenue. A proportion of longer-distance trips are also anticipated to divert to major east-west routes such as Great Eastern Highway (GEH) and Alexander Drive, depending on trip origin, destination and drivers familiarity with the proposed modifications.

For vehicles travelling along Hardey Road, it is assumed that route choice decisions will generally be made before reaching the modified intersections. Consequently, these motorists are expected to divert via alternative east-west local roads before arriving to the intersections.

Based on these assumptions, the redistribution of daily traffic associated with the restricted right-turn movements has been estimated as summarised in **Table 2**.

Table 2: Redistribution of daily trips as a result of the proposed LILO treatments

Right in to Durban St - Daily Traffic

	Current traffic	Redistribution(%)	Road name	Existing	Additional	Total
From Hardey Rd	829	0.5	Belvidere St	1462	415	1877
		0.2	George St	457	166	623
		0.15	Raleigh St	457	124	581
		0.15	Stanley St	457	124	581
		0	Coffey Rd	557	0	557
From Frederick St	1620	0.8	Coffey Rd	557	1296	1853
		0.2	GEH		324	

Right out from Durban St - Daily Traffic

	Current traffic	Redistribution(%)	Road name	Existing	Additional	Total
From Durban St	432	0.4	Coffey Rd	557	173	730
		0.4	Wallace St	557	173	730
		0.2	GEH		86	

Right in to Frederick St - Daily Traffic

	Current traffic	Redistribution(%)	Road name	Existing	Additional	Total
From Hardey Rd	984	0.4	Atwell St	302	394	696
		0.4	Alexander Rd		394	394
		0.2	GEH		197	197
From Durban St	1610	0.4	Atwell St	302	644	946
		0.4	Alexander Rd		644	644
		0.1	Stanley St		161	161
		0.1	Raleigh St	457	161	618

Right out from Frederick St - Daily Traffic

	Current traffic	Redistribution(%)	Road name	Existing	Additional	Total
From Frederick St	512	0.5	Atwell St	302	256	558
		0.5	Alexander Rd		256	256

Note: The existing traffic in red are estimate

Table 3 summarises the estimated increase in traffic volumes on key surrounding roads resulting from the proposed left-in/left-out (LILO) treatments at the Hardey Road intersections with Durban Street and Frederick Street. The assessment compares existing daily traffic volumes with the forecast redistributed traffic and the practical operating capacity (in accordance with Liveable Neighbourhood Guidelines) of each affected road.

The analysis indicates that traffic redistribution associated with the removal of right-turn movements will result in substantial increases in traffic volumes on several local streets. In particular, Atwell Street, Belvidere Street, Coffey Road, Keymer Street and Williamson Avenue are forecast to experience traffic volumes that exceed their nominal daily capacity.

Overall, the assessment suggests that the proposed LILO treatments would redistribute traffic onto the surrounding local road network, resulting in several local streets operating above their desirable capacity.

Table 3: Traffic impact on the surrounding road as a result of the proposed LILO treatments

Road name	Existing	Additional	Total	Capacity	Over capacity
Atwell St	302	1294	1596	1000	Yes
Belvidere St	2718	415	3133	3000	Yes
Coffey Rd	557	1469	2026	1000	Yes
George St	457	166	623	1000	No
Raleigh St	457	285	742	1000	No
Stanley St	362	285	647	1000	No
Wallace St	557	173	730	1000	No
Keymer St	1341	1469	3071	1000	Yes
Williamson Ave	261	1294	1555	1000	Yes

Intersection Analysis

To assess the local network impacts of the proposed LILO treatments, intersection performance analysis was undertaken for the most affected intersections in the vicinity of Durban Street and Frederick Street. Based on the redistribution of traffic described previously, the intersections of Hardey Road/Coffey Road and Hardey Road/Atwell Street were identified as being subject to the greatest increases in turning movements and were therefore selected for detailed operational assessment. The resulting peak-hour traffic volumes adopted for the intersection assessment are illustrated in Figure 2.

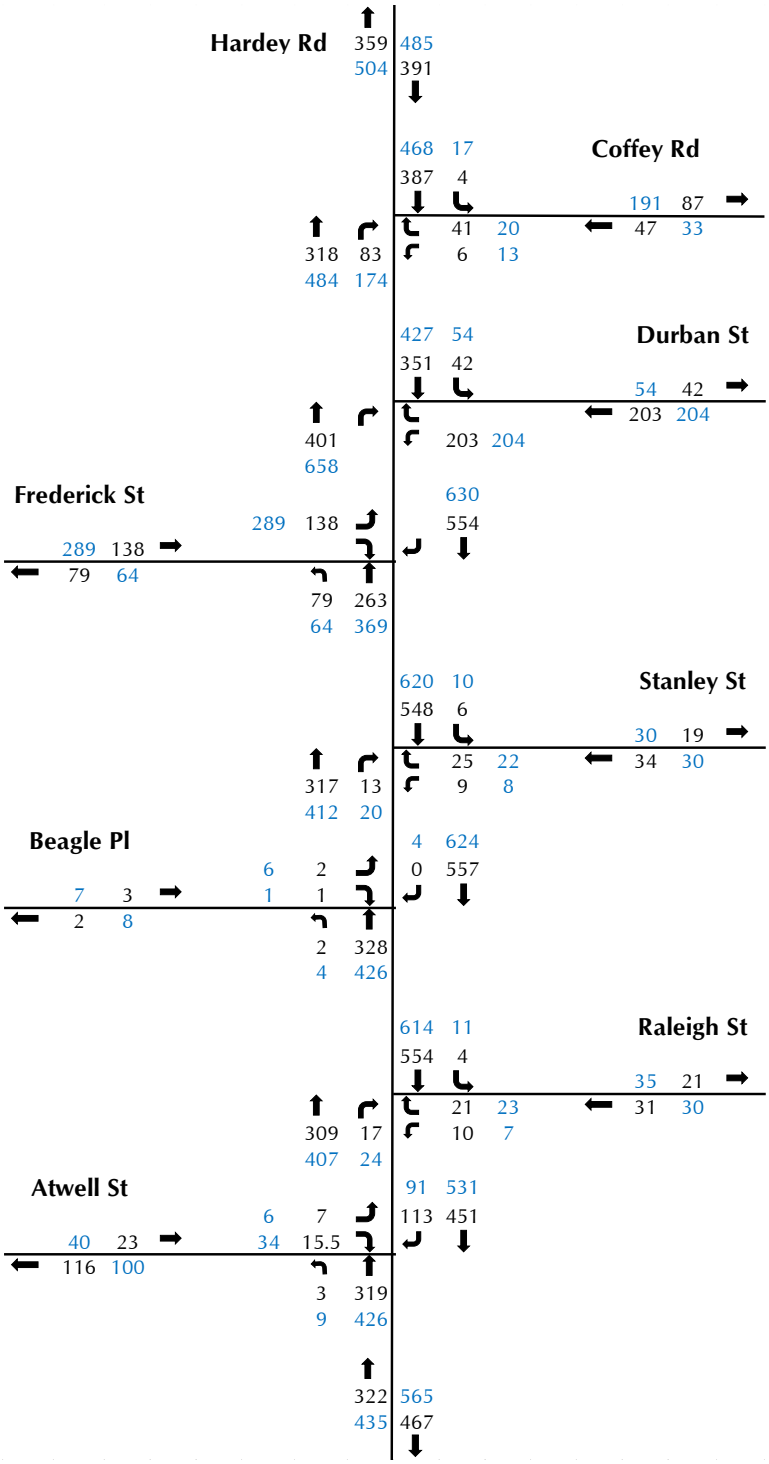


Figure 2: redistributed peak hour trips at the intersections in the locality

Intersection analysis was undertaken for the existing Hardey Road intersections with Durban Street and Frederick Street to establish the existing operations of these intersections. The assessments were also undertaken for the intersections of Hardey Road with Coffey Road and Atwell Street after redistribution of the traffic.

Site observations and intersection analysis undertaken for the existing intersections indicate that queuing associated with the right-turn movements from Hardey Road into both Durban Street and Frederick Street is observed during both the AM and PM peak periods. However, these queues are relatively short, generally ranging between 3 and 5 vehicles. The presence of these queues is primarily attributable to the volume of through traffic on Hardey Road and the need for right-turning vehicles to wait for suitable gaps in opposing traffic. As a result, short queues form on the Hardey Road approaches during peak periods. The extent of queuing can increase when vehicles are parked in the on-street parking bays adjacent to the intersections on Hardey Road, limiting the ability of following vehicles to bypass right-turning vehicles waiting in the traffic lane (refer **Figure 3**). Further some congestion is also reported occasionally on Durban Street and Frederick Street.



Figure 3: passing the stopped vehicle using the on-street parking bay area on Hardey Road

Intersection analysis after LILO treatments indicates no major traffic operation issue at the intersections of Hardey Road with Durban Street and Frederick Street.

The SIDRA assessment indicates that the Hardey Road / Atwell Street and Hardey Road / Coffey Road intersections would continue to operate satisfactorily following the redistribution of traffic associated with the proposed LILO treatments. Both intersections are forecast to operate within capacity during the AM and PM peak periods, with no significant operational issues identified.

The redistribution of traffic is expected to increase the right-turn movements from Hardey Road into Atwell Street and Coffey Road, resulting in a corresponding increase in queue lengths for these movements. At the Hardey Road / Atwell Street intersection, the 95th percentile queue for the right-turn movement from Hardey Road is forecast to be approximately 2.3 vehicles (18 m) during the AM peak and 1.2 vehicles (9 m) during the PM peak. Despite the increase in demand, the movement continues to operate at LOS A with low delays.

Similarly, at the Hardey Road / Coffey Road intersection, the right-turn movement from Hardey Road is forecast to experience queues of approximately 1.4 vehicles (11 m) during the AM peak and 2.8 vehicles (21 m) during the PM peak.

Similar assessments were undertaken for the 2032 future-year scenario, taking into consideration the anticipated reduction in traffic associated with Perth Airport following the relocation of the Qantas domestic terminals.

Traffic modelling and analysis previously undertaken by Transcore for the City indicate that approximately 50% of the existing traffic on Stanton Road is associated with Perth Airport-related trips, which are expected to be removed from this road following the terminal relocation. A review of existing traffic patterns on Durban Street, Frederick Street and Stanton Road indicates that a significant proportion of airport traffic currently using Stanton Road also travels via Durban Street and Frederick Street.

Accordingly, for the purpose of assessing intersection performance in the 2032 scenario, it has been assumed that 50% of the traffic movements between Durban Street and Frederick Street are associated with Perth Airport traffic and would therefore be removed from the network following the terminal relocation.

In addition, no background traffic growth has been applied to Hardey Road. Hardey Road traverses well-established residential neighbourhoods with limited redevelopment opportunities, and therefore significant traffic growth is not anticipated over the assessment period.

Figure 4 illustrates the 2032 peak hour traffic projection at the intersection of Hardey Road with Durban Street and Frederick Street.

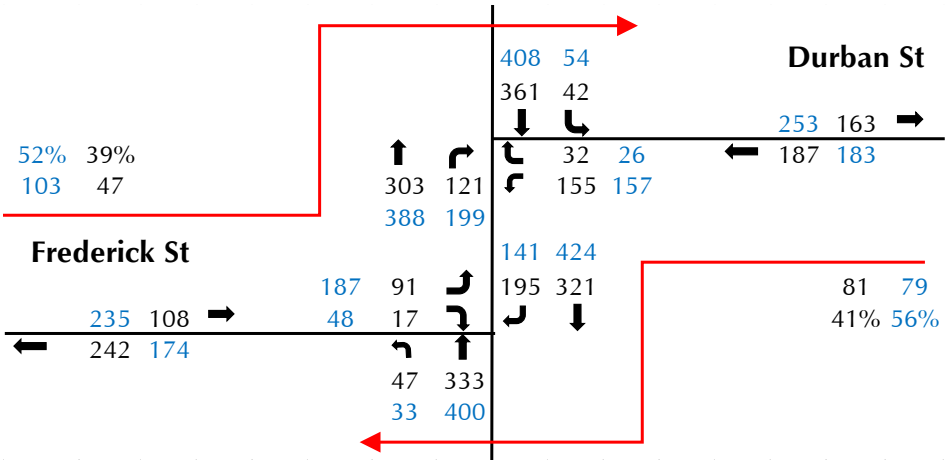


Figure 4: 2032 traffic projections after removal of Perth Airport traffic

For the 2032 scenario, both the Hardey Road / Durban Street and Hardey Road / Frederick Street intersections are expected to continue operating satisfactorily under their existing layouts. The reduction in airport-related traffic results in lower turning volumes and improved traffic flow through both intersections, with no capacity or operational concerns anticipated.

With the removal of a substantial proportion of Perth Airport-related traffic by 2032, fewer right-turning vehicles are expected to use both intersections, resulting in shorter and less frequent queues on the Hardey Road approaches. Accordingly, the level of queuing in 2032 is expected to be lower than existing conditions, further improving the operation and safety of both intersections.

ROUNDABOUT OPTIONS AT FREDERICK STREET / HARDEY ROAD/ DURBAN STREET

The City has also requested to undertake traffic modelling and analysis for provision of two roundabout intersections at Frederick Street / Hardey Road and Durban Street / Hardey Road as shown in **Figure 5**.

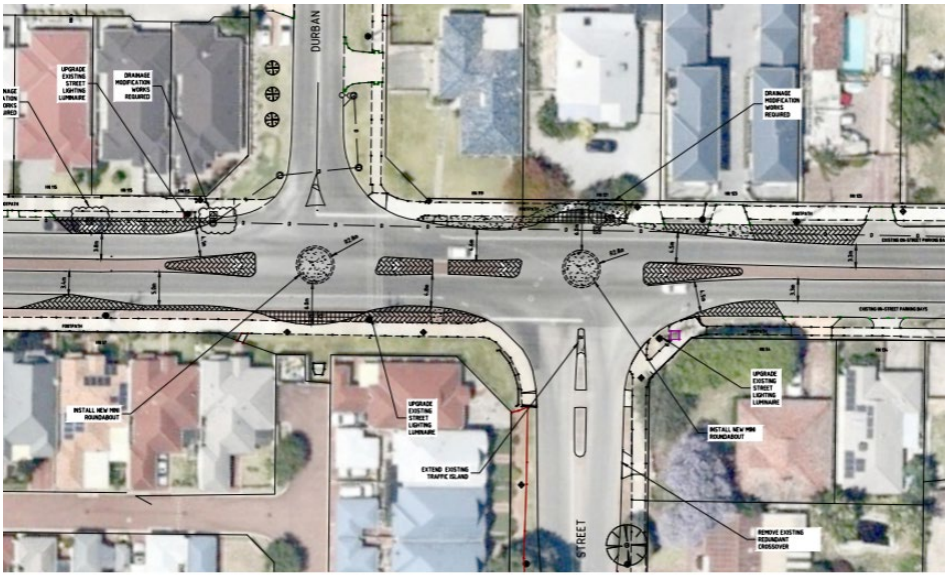
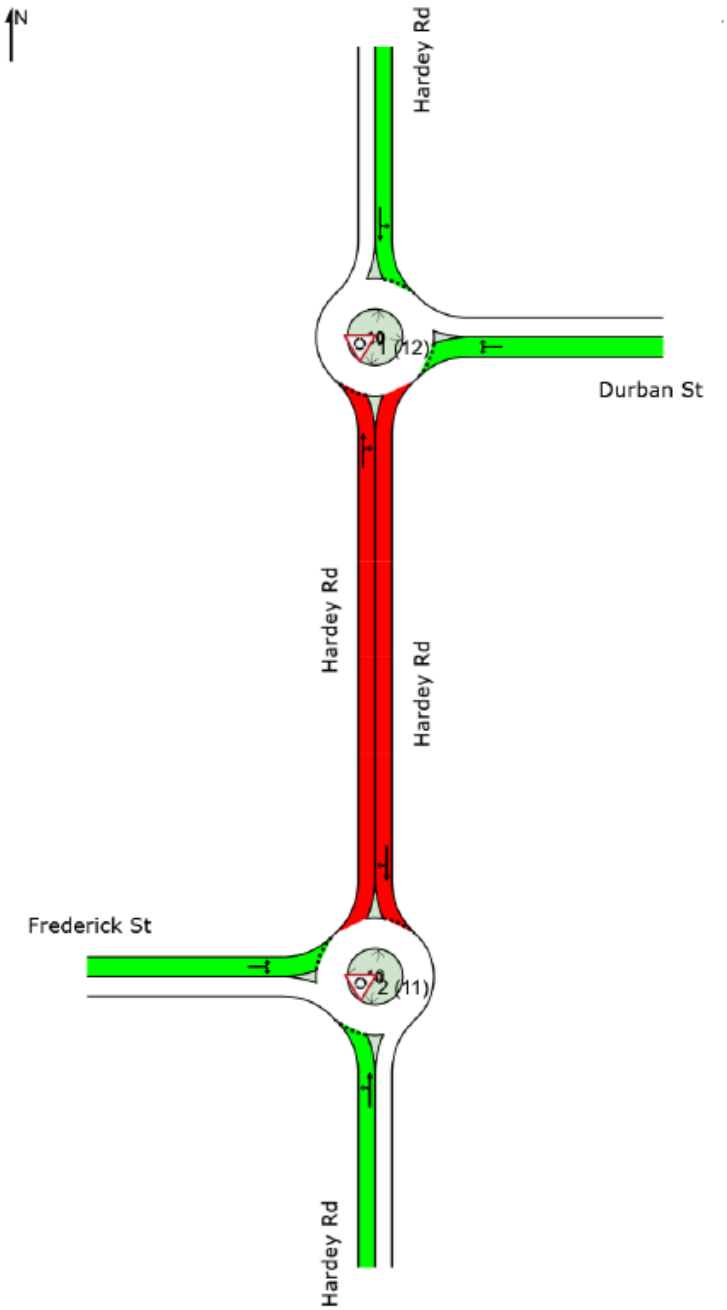


Figure 5: Concept sketch for the proposed roundabouts

The SIDRA assessment identified a potential network issue arising from the close spacing of the two roundabout intersections. The distance between the proposed roundabouts is limited and, during peak periods, queues generated at either roundabout have the potential to extend back towards the adjacent roundabout. This may result in interaction between the two intersections, whereby queues from one roundabout partially affect the operation of the other (refer **Figure 6**).

Accordingly, while the roundabout option improves the operation of each intersection individually and reduces delays for turning vehicles, the limited separation distance between the two roundabouts reduces their overall effectiveness. The potential for queue spillback between the two intersections should therefore be carefully considered when assessing the suitability of the roundabout option as a long-term traffic management solution.

Short Lanes are not included in determining Queue Storage Ratios.



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [>= 1.0]

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Figure 6: 95% queue during the peak hours

Conclusion

Traffic surveys undertaken at the intersections of Hardey Road with Durban Street and Frederick Street confirm a strong existing travel demand between the two streets, with approximately 3,230 vehicle movements per day travelling between them via Hardey Road. As a result, the proposed prohibition of right-turn movements at both intersections would significantly alter local travel patterns and redistribute traffic onto the surrounding road network.

The redistribution assessment indicates that most diverted traffic would shift to nearby east-west local roads, particularly Coffey Road, Atwell Street, Williamson Avenue and Belvidere Street. While the proposed LILO treatments would reduce conflict points at the subject intersections and address concerns with right-turn movements, they would also substantially increase traffic volumes on several surrounding residential streets. As a result, a number of these roads are forecast to exceed their desirable operating capacity.

Site observations and SIDRA analysis indicate that the existing intersections currently operate satisfactorily. Although short queues associated with right-turn movements from Hardey Road into Durban Street and Frederick Street occur during peak periods, they are generally limited to three to five vehicles. The analysis also indicates that the proposed LILO treatments would not create operational issues at the modified intersections, and that redistributed traffic could be accommodated at the nearby Hardey Road / Coffey Road and Hardey Road / Atwell Street intersections, which are forecast to remain within capacity.

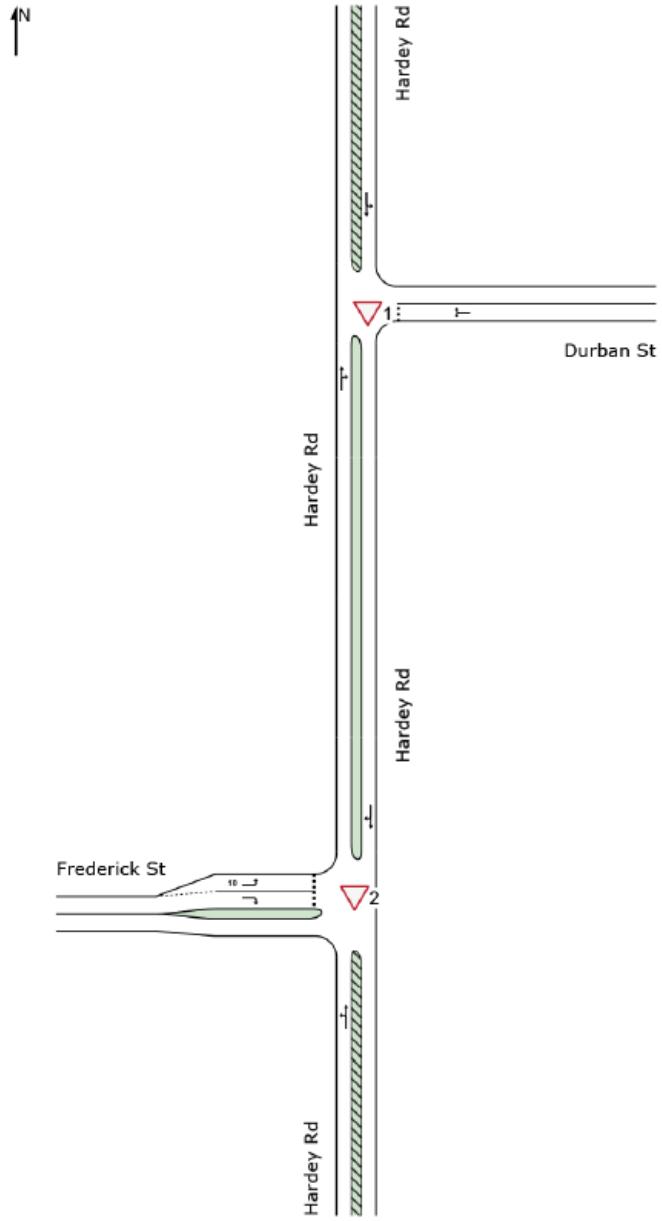
Assessment of the 2032 scenario indicates that the relocation of the Qantas terminals and the associated reduction in Perth Airport traffic will reduce traffic demand through the study area. Under this scenario, both the Hardey Road / Durban Street and Hardey Road / Frederick Street intersections are expected to operate satisfactorily under their existing layouts, with reduced queue lengths and improved traffic conditions compared with current operations.

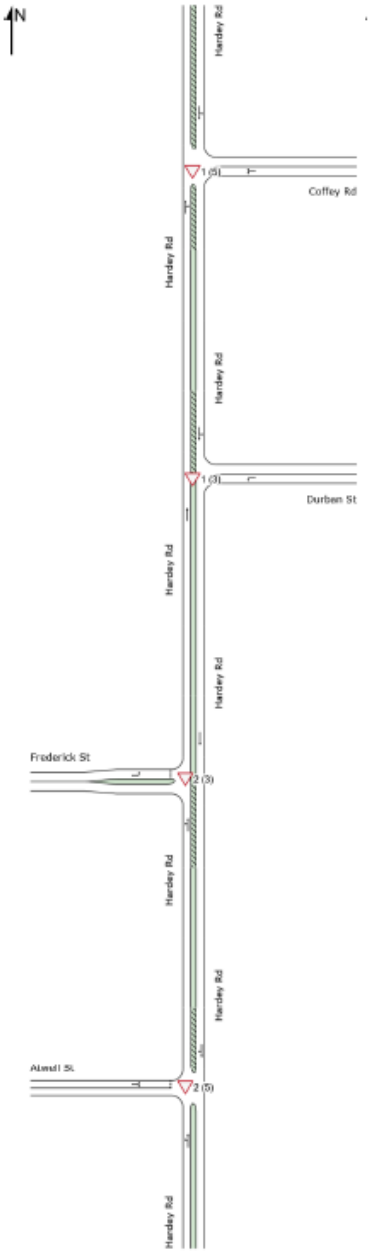
The roundabout option assessed for both intersections would improve the operation of individual intersections by reducing delays and eliminating the need for right-turning vehicles on Hardey Road to wait for gaps in opposing traffic. However, the close spacing between the proposed roundabouts introduces the potential for queue spillback between intersections during peak periods. Consequently, while the roundabout option offers operational benefits at each intersection, the interaction between the two closely spaced roundabouts may reduce the overall effectiveness of the treatment.

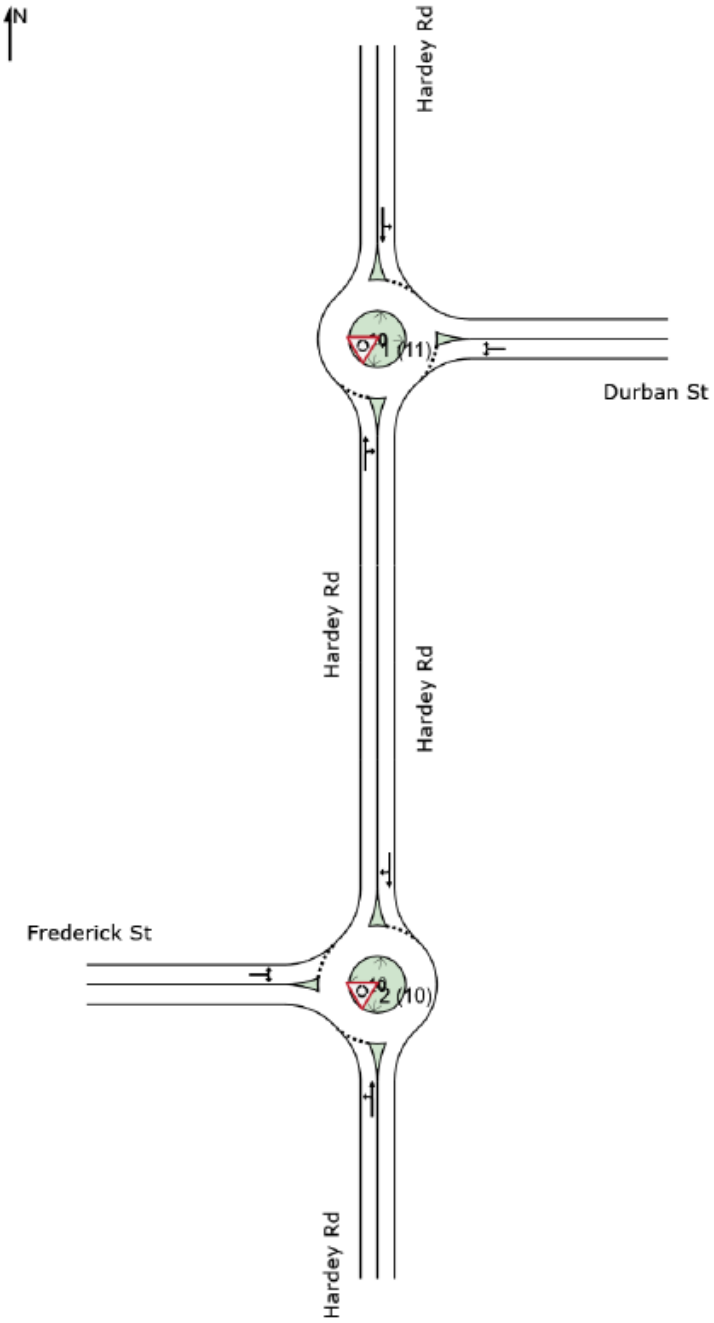
Overall, the assessment indicates that the proposed LILO treatments are likely to achieve some of the safety objectives sought by residents; however, these benefits would be accompanied by a substantial redistribution of traffic onto surrounding residential streets. Given the magnitude of the diverted traffic and the resulting impacts on several local roads, the operational and amenity impacts on the broader local road network should be carefully weighed against the potential safety benefits before proceeding with the proposed treatment.

Appendix A

SIDRA RESULTS


N
Hardey Rd
1
Durban St
Hardey Rd
Hardey Rd
Frederick St
2
Hardey Rd


N
Hardey Rd
Coffey Rd
Durban St
Frederick St
Almd St


N
Hardey Rd
9 (11)
Durban St
Hardey Rd
Hardey Rd
Frederick St
2 (10)
Hardey Rd

EXISTING

MOVEMENT SUMMARY

Site: [1] Durban St / Hardey Rd - AM (Existing)
Network: [1] AM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
2	T1	All MCs	319	3.0	319	3.0	0.475	4.4	LOS A	4.1	31.3	0.51	0.57	0.76	41.6
6	R2	All MCs	177	3.0	177	3.0	0.475	9.2	LOS A	4.1	31.3	0.51	0.57	0.76	41.4
Approach			496	3.0	496	3.0	0.475	6.1	NA	4.1	31.3	0.51	0.57	0.76	41.5
East: Durban St															
7	L2	All MCs	247	3.0	247	3.0	0.482	8.3	LOS A	2.9	21.9	0.71	0.91	1.07	37.5
6	R2	All MCs	34	3.0	34	3.0	0.482	42.4	LOS E	2.9	21.9	0.71	0.91	1.07	39.6
Approach			281	3.0	281	3.0	0.482	12.4	LOS B	2.9	21.9	0.71	0.91	1.07	37.8
North: Hardey Rd															
7	L2	All MCs	44	3.0	44	3.0	0.238	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	54.3
8	T1	All MCs	380	3.0	380	3.0	0.238	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	57.2
Approach			424	3.0	424	3.0	0.238	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.3
All Vehicles			1201	3.0	1201	3.0	0.482	5.6	NA	4.1	31.3	0.38	0.47	0.56	42.9

MOVEMENT SUMMARY

Site: [2] Frederick St / Hardey Rd - AM (Existing)
Network: [1] AM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
7	L2	All MCs	49	3.0	49	3.0	0.248	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	54.2
8	T1	All MCs	351	3.0	351	3.0	0.248	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	56.8
Approach			400	3.0	400	3.0	0.248	0.7	NA	0.0	0.0	0.00	0.07	0.00	56.0
North: Hardey Rd															
2	T1	All MCs	338	3.0	338	3.0	0.436	1.8	LOS A	2.9	22.5	0.45	0.53	0.55	48.1
6	R2	All MCs	289	3.0	289	3.0	0.436	5.6	LOS A	2.9	22.5	0.45	0.53	0.55	44.2
Approach			627	3.0	627	3.0	0.436	3.6	NA	2.9	22.5	0.45	0.53	0.55	45.5
West: Frederick St															
7	L2	All MCs	145	3.0	145	3.0	0.148	6.1	LOS A	0.5	4.0	0.43	0.62	0.43	42.7
6	R2	All MCs	18	3.0	18	3.0	0.049	12.3	LOS B	0.1	1.1	0.70	0.86	0.70	39.8
Approach			163	3.0	163	3.0	0.148	6.7	LOS A	0.5	4.0	0.46	0.65	0.46	42.3
All Vehicles			1191	3.0	1191	3.0	0.436	3.0	NA	2.9	22.5	0.30	0.39	0.35	47.0

MOVEMENT SUMMARY

Site: [1 (2)] Durban St / Hardey Rd - PM (Existing)
Network: [2] PM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
2	T1	All MCs	408	3.0	408	3.0	0.531	3.0	LOS A	4.7	35.6	0.50	0.62	0.78	44.6
6	R2	All MCs	317	3.0	317	3.0	0.531	7.0	LOS A	4.7	35.6	0.50	0.62	0.78	42.6
Approach			725	3.0	725	3.0	0.531	4.8	NA	4.7	35.6	0.50	0.62	0.78	43.3
East: Durban St															
7	L2	All MCs	247	3.0	247	3.0	0.355	7.3	LOS A	1.7	12.9	0.59	0.79	0.73	40.6
6	R2	All MCs	27	3.0	27	3.0	0.355	20.7	LOS C	1.7	12.9	0.59	0.79	0.73	42.1
Approach			275	3.0	275	3.0	0.355	8.7	LOS A	1.7	12.9	0.59	0.79	0.73	40.8
North: Hardey Rd															
7	L2	All MCs	57	3.0	57	3.0	0.274	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	54.2
8	T1	All MCs	429	3.0	429	3.0	0.274	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	56.9
Approach			486	3.0	486	3.0	0.274	0.7	NA	0.0	0.0	0.00	0.07	0.00	56.0
All Vehicles			1486	3.0	1486	3.0	0.531	4.2	NA	4.7	35.6	0.35	0.47	0.52	45.0

MOVEMENT SUMMARY

Site: [2 (2)] Frederick St / Hardey Rd - PM (Existing)
Network: [2] PM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
7	L2	All MCs	35	3.0	35	3.0	0.299	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	54.4
8	T1	All MCs	421	3.0	421	3.0	0.299	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	57.9
Approach			456	3.0	456	3.0	0.299	0.5	NA	0.0	0.0	0.00	0.05	0.00	57.1
North: Hardey Rd															
2	T1	All MCs	446	3.0	446	3.0	0.459	1.9	LOS A	3.0	23.0	0.40	0.48	0.53	48.7
6	R2	All MCs	231	3.0	231	3.0	0.459	6.2	LOS A	3.0	23.0	0.40	0.48	0.53	44.4
Approach			677	3.0	677	3.0	0.459	3.3	NA	3.0	23.0	0.40	0.48	0.53	46.3
West: Frederick St															
7	L2	All MCs	304	3.0	304	3.0	0.356	7.1	LOS A	1.5	11.8	0.54	0.73	0.63	42.3
6	R2	All MCs	51	3.0	51	3.0	0.167	15.1	LOS C	0.5	3.6	0.78	0.90	0.79	38.1
Approach			355	3.0	355	3.0	0.356	8.3	LOS A	1.5	11.8	0.57	0.75	0.65	41.4
All Vehicles			1487	3.0	1487	3.0	0.459	3.6	NA	3.0	23.0	0.32	0.41	0.40	46.2

LILO OPTION

MOVEMENT SUMMARY

Site: [2 (5)] Atwell St / Hardey Rd - AM (Existing - LILO)
Network: [3] AM (Existing - LILO)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
7	L2	All MCs	3	3.0	3	3.0	0.184	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	55.6
8	T1	All MCs	336	3.0	336	3.0	0.184	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			339	3.0	339	3.0	0.184	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Hardey Rd															
2	T1	All MCs	475	3.0	475	3.0	0.435	1.6	LOS A	2.3	17.7	0.31	0.33	0.36	55.8
6	R2	All MCs	119	3.0	119	3.0	0.435	9.5	LOS A	2.3	17.7	0.31	0.33	0.36	44.1
Approach			594	3.0	594	3.0	0.435	3.2	NA	2.3	17.7	0.31	0.33	0.36	54.3
West: Atwell St															
7	L2	All MCs	7	3.0	7	3.0	0.148	5.8	LOS A	0.4	3.2	0.78	0.90	0.78	13.4
6	R2	All MCs	17	3.0	17	3.0	0.148	34.8	LOS D	0.4	3.2	0.78	0.90	0.78	32.7
Approach			24	3.0	24	3.0	0.148	26.0	LOS D	0.4	3.2	0.78	0.90	0.78	29.2
All Vehicles			957	3.0	957	3.0	0.435	2.7	NA	2.3	17.7	0.21	0.23	0.24	54.9

MOVEMENT SUMMARY

Site: [1 (5)] Coffey Rd / Hardey Rd - AM (Existing - LILO)
Network: [3] AM (Existing - LILO)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
2	T1	All MCs	335	3.0	335	3.0	0.328	1.7	LOS A	1.4	10.6	0.33	0.35	0.33	55.6
6	R2	All MCs	87	3.0	87	3.0	0.328	9.9	LOS A	1.4	10.6	0.33	0.35	0.33	46.2
Approach			422	3.0	422	3.0	0.328	3.4	NA	1.4	10.6	0.33	0.35	0.33	53.8
East: Coffey Rd															
7	L2	All MCs	6	3.0	6	3.0	0.258	7.7	LOS A	0.9	6.7	0.81	0.95	0.92	24.9
6	R2	All MCs	43	3.0	43	3.0	0.258	27.4	LOS D	0.9	6.7	0.81	0.95	0.92	36.3
Approach			49	3.0	49	3.0	0.258	24.9	LOS C	0.9	6.7	0.81	0.95	0.92	35.4
North: Hardey Rd															
7	L2	All MCs	4	3.0	4	3.0	0.223	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	56.0
8	T1	All MCs	407	3.0	407	3.0	0.223	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			412	3.0	412	3.0	0.223	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles			883	3.0	883	3.0	0.328	3.1	NA	1.4	10.6	0.20	0.23	0.21	53.9

MOVEMENT SUMMARY

Site: [1 (3)] Durban St / Hardey Rd - AM (Existing - LILO)
Network: [3] AM (Existing - LILO)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
2	T1	All MCs	422	3.0	422	3.0	0.229	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			422	3.0	422	3.0	0.229	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
East: Durban St															
7	L2	All MCs	214	3.0	214	3.0	0.192	6.2	LOS A	0.8	6.2	0.45	0.64	0.45	42.6
Approach			214	3.0	214	3.0	0.192	6.2	LOS A	0.8	6.2	0.45	0.64	0.45	42.6
North: Hardey Rd															
7	L2	All MCs	44	3.0	44	3.0	0.225	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	54.3
8	T1	All MCs	369	3.0	369	3.0	0.225	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	57.2
Approach			414	3.0	414	3.0	0.225	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.3
All Vehicles			1049	3.0	1049	3.0	0.229	1.5	NA	0.8	6.2	0.09	0.16	0.09	49.0

MOVEMENT SUMMARY

Site: [2 (3)] Frederick St / Hardey Rd - AM (Existing - LILO)
Network: [3] AM (Existing - LILO)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
7	L2	All MCs	83	3.0	83	3.0	0.197	5.6	LOS A	0.0	0.0	0.00	0.14	0.00	53.5
8	T1	All MCs	277	3.0	277	3.0	0.197	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	54.5
Approach			360	3.0	360	3.0	0.197	1.3	NA	0.0	0.0	0.00	0.14	0.00	54.0
North: Hardey Rd															
2	T1	All MCs	583	3.0	583	3.0	0.316	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			583	3.0	583	3.0	0.316	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
West: Frederick St															
7	L2	All MCs	145	3.0	145	3.0	0.118	5.7	LOS A	0.5	3.7	0.37	0.58	0.37	43.0
Approach			145	3.0	145	3.0	0.118	5.7	LOS A	0.5	3.7	0.37	0.58	0.37	43.0
All Vehicles			1088	3.0	1088	3.0	0.316	1.2	NA	0.5	3.7	0.05	0.12	0.05	50.0

MOVEMENT SUMMARY

Site: [2 (6)] Atwell St / Hardey Rd - PM (Existing - LILO)
Network: [4] PM (Existing - LILO)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
7	L2	All MCs	9	3.0	9	3.0	0.248	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	55.5
8	T1	All MCs	448	3.0	448	3.0	0.248	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach			458	3.0	458	3.0	0.248	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.5
North: Hardey Rd															
2	T1	All MCs	559	3.0	559	3.0	0.394	0.7	LOS A	1.2	9.0	0.20	0.24	0.22	57.6
6	R2	All MCs	96	3.0	96	3.0	0.394	8.2	LOS A	1.2	9.0	0.20	0.24	0.22	46.6
Approach			655	3.0	655	3.0	0.394	1.8	NA	1.2	9.0	0.20	0.24	0.22	56.6
West: Atwell St															
7	L2	All MCs	6	3.0	6	3.0	0.122	6.4	LOS A	0.4	2.7	0.72	0.87	0.72	20.7
6	R2	All MCs	36	3.0	36	3.0	0.122	14.6	LOS B	0.4	2.7	0.72	0.87	0.72	39.9
Approach			42	3.0	42	3.0	0.122	13.4	LOS B	0.4	2.7	0.72	0.87	0.72	38.6
All Vehicles			1155	3.0	1155	3.0	0.394	1.6	NA	1.2	9.0	0.14	0.18	0.15	56.7

MOVEMENT SUMMARY

Site: [1 (6)] Coffey Rd / Hardey Rd - PM (Existing - LILO)
Network: [4] PM (Existing - LILO)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
2	T1	All MCs	509	3.0	509	3.0	0.462	1.8	LOS A	2.8	21.3	0.35	0.44	0.49	55.1
6	R2	All MCs	183	3.0	183	3.0	0.462	9.3	LOS A	2.8	21.3	0.35	0.44	0.49	45.7
Approach			693	3.0	693	3.0	0.462	3.8	NA	2.8	21.3	0.35	0.44	0.49	52.7
East: Coffey Rd															
7	L2	All MCs	14	3.0	14	3.0	0.094	6.7	LOS A	0.3	2.1	0.67	0.85	0.67	33.1
6	R2	All MCs	21	3.0	21	3.0	0.094	16.6	LOS C	0.3	2.1	0.67	0.85	0.67	42.5
Approach			35	3.0	35	3.0	0.094	12.7	LOS B	0.3	2.1	0.67	0.85	0.67	40.1
North: Hardey Rd															
7	L2	All MCs	18	3.0	18	3.0	0.277	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	55.8
8	T1	All MCs	493	3.0	493	3.0	0.277	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.5
Approach			511	3.0	511	3.0	0.277	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.2
All Vehicles			1238	3.0	1238	3.0	0.462	2.6	NA	2.8	21.3	0.21	0.28	0.29	54.4

MOVEMENT SUMMARY

Site: [1 (4)] Durban St / Hardey Rd - PM (Existing - LILO)
Network: [4] PM (Existing - LILO)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
2	T1	All MCs	693	3.0	693	3.0	0.375	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			693	3.0	693	3.0	0.375	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
East: Durban St															
7	L2	All MCs	215	3.0	215	3.0	0.213	6.7	LOS A	0.9	6.7	0.50	0.68	0.50	42.4
Approach			215	3.0	215	3.0	0.213	6.7	LOS A	0.9	6.7	0.50	0.68	0.50	42.4
North: Hardey Rd															
7	L2	All MCs	57	3.0	57	3.0	0.276	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	54.2
8	T1	All MCs	449	3.0	449	3.0	0.276	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	57.0
Approach			506	3.0	506	3.0	0.276	0.7	NA	0.0	0.0	0.00	0.07	0.00	56.1
All Vehicles			1414	3.0	1414	3.0	0.375	1.3	NA	0.9	6.7	0.08	0.13	0.08	49.7

MOVEMENT SUMMARY

Site: [2 (4)] Frederick St / Hardey Rd - PM (Existing - LILO)
Network: [4] PM (Existing - LILO)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
7	L2	All MCs	67	3.0	67	3.0	0.249	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	54.0
8	T1	All MCs	388	3.0	388	3.0	0.249	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	56.3
Approach			456	3.0	456	3.0	0.249	0.9	NA	0.0	0.0	0.00	0.09	0.00	55.4
North: Hardey Rd															
2	T1	All MCs	663	3.0	663	3.0	0.359	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			663	3.0	663	3.0	0.359	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
West: Frederick St															
7	L2	All MCs	304	3.0	304	3.0	0.280	6.5	LOS A	1.2	9.5	0.49	0.66	0.49	42.5
Approach			304	3.0	304	3.0	0.280	6.5	LOS A	1.2	9.5	0.49	0.66	0.49	42.5
All Vehicles			1423	3.0	1423	3.0	0.359	1.7	NA	1.2	9.5	0.10	0.17	0.10	48.3

FUTURE – NO AIRPORT

MOVEMENT SUMMARY

Site: [1 (7)] Durban St / Hardey Rd - AM (Future - No Airport)
Network: [7] AM (Fututre - No Airport)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
2	T1	All MCs	319	3.0	319	3.0	0.391	2.9	LOS A	2.4	18.7	0.43	0.46	0.51	45.8
6	R2	All MCs	127	3.0	127	3.0	0.391	7.9	LOS A	2.4	18.7	0.43	0.46	0.51	43.0
Approach			446	3.0	446	3.0	0.391	4.3	NA	2.4	18.7	0.43	0.46	0.51	44.4
East: Durban St															
7	L2	All MCs	163	3.0	163	3.0	0.357	7.3	LOS A	1.7	13.2	0.67	0.82	0.86	38.1
6	R2	All MCs	34	3.0	34	3.0	0.357	32.7	LOS D	1.7	13.2	0.67	0.82	0.86	40.1
Approach			197	3.0	197	3.0	0.357	11.7	LOS B	1.7	13.2	0.67	0.82	0.86	38.5
North: Hardey Rd															
7	L2	All MCs	44	3.0	44	3.0	0.231	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	54.3
8	T1	All MCs	380	3.0	380	3.0	0.231	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	57.2
Approach			424	3.0	424	3.0	0.231	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.3
All Vehicles			1067	3.0	1067	3.0	0.391	4.2	NA	2.4	18.7	0.30	0.37	0.37	45.3

MOVEMENT SUMMARY

Site: [2 (7)] Frederick St / Hardey Rd - AM (Future - No Airport)
Network: [7] AM (Fututre - No Airport)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
7	L2	All MCs	49	3.0	49	3.0	0.218	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	54.2
8	T1	All MCs	351	3.0	351	3.0	0.218	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	56.9
Approach			400	3.0	400	3.0	0.218	0.7	NA	0.0	0.0	0.00	0.07	0.00	56.0
North: Hardey Rd															
2	T1	All MCs	338	3.0	338	3.0	0.363	1.2	LOS A	1.7	13.3	0.38	0.44	0.39	50.7
6	R2	All MCs	205	3.0	205	3.0	0.363	5.1	LOS A	1.7	13.3	0.38	0.44	0.39	45.1
Approach			543	3.0	543	3.0	0.363	2.6	NA	1.7	13.3	0.38	0.44	0.39	47.3
West: Frederick St															
7	L2	All MCs	96	3.0	96	3.0	0.084	6.0	LOS A	0.3	2.5	0.41	0.60	0.41	42.8
6	R2	All MCs	18	3.0	18	3.0	0.042	10.9	LOS B	0.1	0.9	0.65	0.84	0.65	40.7
Approach			114	3.0	114	3.0	0.084	6.7	LOS A	0.3	2.5	0.45	0.64	0.45	42.4
All Vehicles			1057	3.0	1057	3.0	0.363	2.3	NA	1.7	13.3	0.24	0.32	0.25	48.7

MOVEMENT SUMMARY

Site: [1 (8)] Durban St / Hardey Rd - PM (Future - No Airport)
Network: [8] PM (Fututre - No Airport)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
2	T1	All MCs	408	3.0	408	3.0	0.426	1.9	LOS A	2.6	19.9	0.40	0.48	0.51	48.5
6	R2	All MCs	209	3.0	209	3.0	0.426	6.0	LOS A	2.6	19.9	0.40	0.48	0.51	44.0
Approach			618	3.0	618	3.0	0.426	3.3	NA	2.6	19.9	0.40	0.48	0.51	46.0
East: Durban St															
7	L2	All MCs	165	3.0	165	3.0	0.242	6.6	LOS A	0.9	7.1	0.55	0.71	0.55	41.3
6	R2	All MCs	27	3.0	27	3.0	0.242	15.4	LOS C	0.9	7.1	0.55	0.71	0.55	42.6
Approach			193	3.0	193	3.0	0.242	7.9	LOS A	0.9	7.1	0.55	0.71	0.55	41.5
North: Hardey Rd															
7	L2	All MCs	57	3.0	57	3.0	0.265	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	54.2
8	T1	All MCs	429	3.0	429	3.0	0.265	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	56.9
Approach			486	3.0	486	3.0	0.265	0.7	NA	0.0	0.0	0.00	0.07	0.00	56.0
All Vehicles			1297	3.0	1297	3.0	0.426	3.0	NA	2.6	19.9	0.27	0.36	0.33	47.3

MOVEMENT SUMMARY

Site: [2 (8)] Frederick St / Hardey Rd - PM (Future - No Airport)
Network: [8] PM (Fututre - No Airport)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
7	L2	All MCs	35	3.0	35	3.0	0.248	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	54.5
8	T1	All MCs	421	3.0	421	3.0	0.248	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	58.0
Approach			456	3.0	456	3.0	0.248	0.5	NA	0.0	0.0	0.00	0.05	0.00	57.2
North: Hardey Rd															
2	T1	All MCs	446	3.0	446	3.0	0.382	1.1	LOS A	1.6	12.5	0.30	0.36	0.34	52.0
6	R2	All MCs	148	3.0	148	3.0	0.382	5.6	LOS A	1.6	12.5	0.30	0.36	0.34	45.6
Approach			595	3.0	595	3.0	0.382	2.2	NA	1.6	12.5	0.30	0.36	0.34	49.1
West: Frederick St															
7	L2	All MCs	197	3.0	197	3.0	0.189	6.5	LOS A	0.8	5.9	0.48	0.67	0.48	42.5
6	R2	All MCs	51	3.0	51	3.0	0.141	13.1	LOS B	0.4	3.2	0.73	0.88	0.73	39.3
Approach			247	3.0	247	3.0	0.189	7.9	LOS A	0.8	5.9	0.53	0.71	0.53	41.6
All Vehicles			1298	3.0	1298	3.0	0.382	2.7	NA	1.6	12.5	0.24	0.32	0.26	48.2

ROUNDABOUT OPTION

MOVEMENT SUMMARY

Site: [1 (11)] Durban St / Hardey Rd - AM (Existing - RB)
Network: [5] AM (Existing - RB)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV %	Arrival Flows [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	Dist m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
2	T1	All MCs	319	3.0	319	3.0	0.353	2.5	LOS A	3.3	24.9	0.24	0.49	0.24	42.0
6	R2	All MCs	177	3.0	177	3.0	0.353	5.3	LOS A	3.3	24.9	0.24	0.49	0.24	43.7
Approach			496	3.0	496	3.0	0.353	3.5	LOS A	3.3	24.9	0.24	0.49	0.24	42.9
East: Durban St															
7	L2	All MCs	247	3.0	247	3.0	0.395	7.2	LOS A	2.4	18.7	0.72	0.66	0.72	41.5
6	R2	All MCs	34	3.0	34	3.0	0.395	10.2	LOS B	2.4	18.7	0.72	0.66	0.72	42.8
Approach			281	3.0	281	3.0	0.395	7.5	LOS A	2.4	18.7	0.72	0.66	0.72	41.7
North: Hardey Rd															
7	L2	All MCs	44	3.0	44	3.0	0.459	6.6	LOS A	3.4	25.7	0.59	0.54	0.59	44.3
8	T1	All MCs	380	3.0	380	3.0	0.459	6.6	LOS A	3.4	25.7	0.59	0.54	0.59	38.1
Approach			424	3.0	424	3.0	0.459	6.6	LOS A	3.4	25.7	0.59	0.54	0.59	39.7
All Vehicles			1201	3.0	1201	3.0	0.459	5.6	LOS A	3.4	25.7	0.48	0.55	0.48	41.6

MOVEMENT SUMMARY

Site: [2 (10)] Frederick St / Hardey Rd - AM (Existing - RB)
Network: [5] AM (Existing - RB)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV %	Arrival Flows [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	Dist m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
7	L2	All MCs	49	3.0	49	3.0	0.466	7.9	LOS A	3.4	26.2	0.69	0.61	0.69	43.9
8	T1	All MCs	351	3.0	351	3.0	0.466	7.9	LOS A	3.4	26.2	0.69	0.61	0.69	37.3
Approach			400	3.0	400	3.0	0.466	7.9	LOS A	3.4	26.2	0.69	0.61	0.69	39.2
North: Hardey Rd															
2	T1	All MCs	338	3.0	338	3.0	0.415	2.4	LOS A	4.2	31.9	0.18	0.52	0.18	42.0
6	R2	All MCs	289	3.0	289	3.0	0.415	5.2	LOS A	4.2	31.9	0.18	0.52	0.18	43.6
Approach			627	3.0	627	3.0	0.415	3.7	LOS A	4.2	31.9	0.18	0.52	0.18	43.0
West: Frederick St															
7	L2	All MCs	145	3.0	145	3.0	0.208	6.4	LOS A	1.2	9.5	0.62	0.62	0.62	42.3
6	R2	All MCs	18	3.0	18	3.0	0.208	9.5	LOS A	1.2	9.5	0.62	0.62	0.62	43.4
Approach			163	3.0	163	3.0	0.208	6.8	LOS A	1.2	9.5	0.62	0.62	0.62	42.4
All Vehicles			1191	3.0	1191	3.0	0.466	5.5	LOS A	4.2	31.9	0.41	0.56	0.41	41.9

MOVEMENT SUMMARY

Site: [1 (12)] Durban St / Hardey Rd - PM (Existing - RB)
Network: [6] PM (Existing - RB)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
2	T1	All MCs	408	3.0	408	3.0	0.494	2.5	LOS A	5.8	44.3	0.27	0.50	0.27	41.5
6	R2	All MCs	317	3.0	317	3.0	0.494	5.3	LOS A	5.8	44.3	0.27	0.50	0.27	43.4
Approach			725	3.0	725	3.0	0.494	3.7	LOS A	5.8	44.3	0.27	0.50	0.27	42.7
East: Durban St															
7	L2	All MCs	247	3.0	247	3.0	0.490	8.7	LOS A	3.2	24.5	0.84	0.74	0.92	40.2
6	R2	All MCs	27	3.0	27	3.0	0.490	11.8	LOS B	3.2	24.5	0.84	0.74	0.92	41.7
Approach			275	3.0	275	3.0	0.490	9.0	LOS A	3.2	24.5	0.84	0.74	0.92	40.4
North: Hardey Rd															
7	L2	All MCs	57	3.0	57	3.0	0.724	12.7	LOS B	7.6	58.2	0.94	0.80	1.19	40.6
8	T1	All MCs	429	3.0	429	3.0	0.724	12.7	LOS B	7.6	58.2	0.94	0.80	1.19	30.2
Approach			486	3.0	486	3.0	0.724	12.7	LOS B	7.6	58.2	0.94	0.80	1.19	32.8
All Vehicles			1486	3.0	1486	3.0	0.724	7.6	LOS A	7.6	58.2	0.59	0.64	0.69	39.3

MOVEMENT SUMMARY

Site: [2 (11)] Frederick St / Hardey Rd - PM (Existing - RB)
Network: [6] PM (Existing - RB)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hardey Rd															
7	L2	All MCs	35	3.0	35	3.0	0.628	8.9	LOS A	5.4	41.3	0.80	0.64	0.88	42.8
8	T1	All MCs	421	3.0	421	3.0	0.628	8.9	LOS A	5.4	41.3	0.80	0.64	0.88	34.7
Approach			456	3.0	456	3.0	0.628	8.9	LOS A	5.4	41.3	0.80	0.64	0.88	36.2
North: Hardey Rd															
2	T1	All MCs	446	3.0	446	3.0	0.497	2.8	LOS A	5.7	43.5	0.38	0.48	0.38	41.6
6	R2	All MCs	231	3.0	231	3.0	0.497	5.6	LOS A	5.7	43.5	0.38	0.48	0.38	43.4
Approach			677	3.0	677	3.0	0.497	3.7	LOS A	5.7	43.5	0.38	0.48	0.38	42.5
West: Frederick St															
7	L2	All MCs	304	3.0	304	3.0	0.616	10.4	LOS B	4.8	36.9	0.90	0.80	1.08	38.7
6	R2	All MCs	51	3.0	51	3.0	0.616	13.5	LOS B	4.8	36.9	0.90	0.80	1.08	40.6
Approach			355	3.0	355	3.0	0.616	10.8	LOS B	4.8	36.9	0.90	0.80	1.08	39.0
All Vehicles			1487	3.0	1487	3.0	0.628	7.0	LOS A	5.7	43.5	0.63	0.60	0.70	39.8

12.8 Sustainable Transport Strategy 2026-2031

Voting Requirement	:	Simple Majority
Subject Index	:	140/019
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	Belmont on the Move: Integrated Movement Network Strategy (BoTM) endorsed at the 23 August 2016 OCM Sustainable Transport Strategy, 2025 – 20230 OCM 24 June 2025.
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Infrastructure Services

Council role

Strategic	Planning strategically for the future of the City or providing strategic direction to the CEO e.g. approving the Strategic Community Plan, advocating to another level of government/body/agency.

Purpose of report

To seek Council endorsement of the Sustainable Transport Strategy 2026-2031, as provided in Attachment 12.8.1.

Summary and key issues

- The City undertook community engagement in October 2024 to inform the development of the Sustainable Transport Strategy 2025-2030.
- The Sustainable Transport Strategy 2025-2030 was presented at the 24 June 2025 OCM but was not endorsed by Council.
- Subsequent to June 2025 the Strategy has been reviewed and revised with the inclusion of an Engagement Report detailing community engagement responses from the October 2024 process. City officer comments are provided against all community responses to provide a clear 'line of sight' to the relevant key actions in the Strategy.
- The draft Sustainable Transport Strategy 2026-2031 (STS) and Engagement Report were posted on Belmont Connect inviting community feedback over the period 13 July to 16 August 2026.

- In total there were 351 visits made to the Belmont Connect STS project page by 217 visitors. Nine feedback responses were received.
- The Engagement Report has been updated with officer responses provided to the feedback received.
- The draft STS has been revised following the Stage 2 engagement.
- An implementation plan will be prepared following Council adoption of the STS.

Note:

Cr Kulczycki put forward the following Alternative Motion.

Alternative Motion

That Council:

1. Endorses the Sustainable Transport Strategy 2026–2031, subject to the following amendments under the Infrastructure focus area on page 29 of the Strategy:
    a) Replace the introductory statement with: "Infrastructure will be developed that encourages safe and active transport movement across the City, with priority given to closing gaps in accessibility and connectivity, improving route directness, and reducing conflict between active transport users and motor vehicles."
    b) Add a new Key Action: "Prioritise the provision of shared paths, where appropriate, to improve network connectivity and reduce conflict between active transport users and motor vehicles."
    c) Replace Key Action 1.3 with: "Long-Term Cycle Network (LTCN) development – with priority for routes that are eligible for Federal and State Government funding, with infrastructure treatments selected having regard to local conditions and relevant Australian and international practice."
2. Authorises the Chief Executive Officer to:
    a) Approve minor changes to the Sustainable Transport Strategy 2026–2031 as required.
    b) Arrange for the Sustainable Transport Strategy 2026–2031 to be graphically designed prior to publication.

Reasons:

- Establish a clear strategic direction by making improved connectivity, route directness and reduced conflict between active transport users and motor vehicles explicit infrastructure objectives.
- Translate community priorities into strategic intent by strengthening the connection between consultation feedback, which identified safer infrastructure, better-connected and more direct routes, and greater separation from motor traffic as priorities.
- Support safe and efficient movement across transport modes by encouraging infrastructure solutions that can reduce unnecessary interaction between motor vehicles and active transport users, while maintaining flexibility to respond to local road conditions and network function.
- Guide progressive delivery of the endorsed Long-Term Cycle Network, with priority given to appropriate infrastructure that improves connectivity and reduces conflict between active transport users and motor vehicles, having regard to local conditions and relevant Australian and international practice. Detailed design, project prioritisation and funding remain subject to the City's established implementation and budget processes.

Note:

Cr Marks requested that Cr Kulczycki make an amendment to the Alternative Motion to remove the word 'prioritise' under the new key action for the provision of shared paths. Cr Kulczycki and the Seconder agreed to include the terminology amendment at point 1.a) of the Alternative Motion.

Amended Alternative Motion

Kulczycki moved, Sessions seconded

That Council:

1. Endorses the Sustainable Transport Strategy 2026–2031, subject to the following amendments under the Infrastructure focus area on page 29 of the Strategy:

    a) Replace the introductory statement with: "Infrastructure will be developed that encourages safe and active transport movement across

the City, with priority given to closing gaps in accessibility and connectivity, improving route directness, and reducing conflict between active transport users and motor vehicles."

b) Add a new Key Action: "Consider shared paths, where appropriate, to improve network connectivity and reduce conflict between active transport users and motor vehicles."

c) Replace Key Action 1.3 with: "Long-Term Cycle Network (LTCN) development – with priority for routes that are eligible for Federal and State Government funding, with infrastructure treatments selected having regard to local conditions and relevant Australian and international practice."

2. Authorises the Chief Executive Officer to:

a) Approve minor changes to the Sustainable Transport Strategy 2026–2031 as required.

b) Arrange for the Sustainable Transport Strategy 2026–2031 to be graphically designed prior to publication.

Carried 8 votes to 1

For: Abedin, Davis, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Harris

Reasons:

- Establish a clear strategic direction by making improved connectivity, route directness and reduced conflict between active transport users and motor vehicles explicit infrastructure objectives.
- Translate community priorities into strategic intent by strengthening the connection between consultation feedback, which identified safer infrastructure, better-connected and more direct routes, and greater separation from motor traffic as priorities.
- Support safe and efficient movement across transport modes by encouraging infrastructure solutions that can reduce unnecessary interaction between motor vehicles and active transport users, while maintaining flexibility to respond to local road conditions and network function.
- Guide progressive delivery of the endorsed Long-Term Cycle Network, with priority given to appropriate infrastructure that improves connectivity and

reduces conflict between active transport users and motor vehicles, having regard to local conditions and relevant Australian and international practice. Detailed design, project prioritisation and funding remain subject to the City's established implementation and budget processes.

Officer Recommendation

That Council:

1. Endorses the Sustainable Transport Strategy 2026 – 2031.
2. Authorises the Chief Executive Officer to:
   a) Approve minor changes to the Sustainable Transport Strategy 2026 – 2031 as required.
   b) Arrange for the Sustainable Transport Strategy 2026-2031 to be graphically designed prior to publication.

Location

The STS is applicable to the entire City.

Consultation

External

Community

Community engagement for the STS was undertaken in two stages.

Stage One community engagement was held in October 2024 with a month-long community engagement program to gather feedback from residents and stakeholders. An online questionnaire was published on the Belmont Connect website inviting the community to outline how they use sustainable transport within the City and what improvements they would like to see. In person events were also held across various locations in the City during Bike Month where attendees were directed to the online questionnaire. There were multiple avenues for feedback including a mapping tool, online survey and in person. A total of 199 contributions from 158 contributors were gathered from the survey, while 128 posts were gathered from 59 contributors.

The Stage 2 community engagement was undertaken from 13 July to 16 August 2026. The draft STS and Engagement Report were posted on Belmont Connect inviting community feedback. In total there were 351 visits made to the

Belmont Connect STS project page by 217 visitors. Nine responses were received.

Community feedback received in both stages of the community engagement process is detailed in the Engagement Report with accompanying officer responses, see Attachment 12.8.2.

The STS has also been informed by community input received through the City's MARKYT® Community Scorecard.

Other Local Governments

To support the preparation of the STS the City engaged with the following local governments: City of Stirling, City of Canning, City of Melville and the Town of Victoria Park. The objective of this engagement was to gain insights into common themes, challenges and learnings across the sector with the provision of sustainable transport infrastructure.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: People
Outcome: 1. A safe, healthy community.
Outcome: 3. People of all ages and abilities feel connected and supported.

Key Performance Area: Planet
Outcome: 4. Healthy and sustainable ecosystems.
Outcome: 5. Climate resilience.

Key Performance Area: Place
Outcome: 6. Sustainable population growth with responsible urban planning.
Outcome: 8. A city that is easy to get around safely and sustainably.
Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.
Outcome: 11. A happy, well informed and engaged community.

Policy implications

There is no policy implications associated with this report.

Statutory environment

There are no specific statutory requirements in respect to this matter.

Background

Belmont on the Move: Integrated Movement Network Strategy (BoTM) was endorsed at the 23 August 2016 OCM. BoTM focused on local, planning and place-based measures to effect change in travel behaviours over a 10-year horizon.

The City's Sustainable Transport Plan (STP), prepared in 2019, was transport focused, aiming for an accessible, pedestrian and cyclist-friendly City.

The Long-Term Cycle Network (LTCN) was considered at the 23 June 2020 OCM, with the following resolution:

That Council:

1. Endorse the aspirational Long Term Cycle Network (LTCN) developed in collaboration between Council officers and the Department of Transport.
2. Notes that endorsement of the LTCN does not commit Council nor State Government agencies to deliver all, or any part, of the LTCN within a particular timeframe – nor does endorsement commit any party(s) to fund any specific route within the LTCN.
3. Confirms support for Local and State Government agencies to work together in delivering the aspirational LTCN over the longer term.

The Activity Centre Planning Strategy (ACPS) was endorsed at the 27 February 2024 OCM. The ACPS carried forward many of the place-based actions from BoTM with revised timeframes.

Development of the Sustainable Transport Strategy 2025-2030 commenced in July 2024. Following internal and external community engagement, the Strategy was prepared and presented at the 24 June 2025 OCM. The Strategy was not endorsed by Council.

Following the Council decision not to endorse the Sustainable Transport Strategy 2025-2030, the City undertook a review of the Strategy.

Report

Strategy Review

The review of the Strategy has resulted in the following:

More Concise Format:

The Strategy has been reduced in size to make it more concise and accessible with support information included in the appendix.

Engagement Report:

A detailed Engagement Report has been prepared with officer comments recorded against all responses from the October 2024 community engagement as relevant to the STS. The officer comments provide 'line of sight' from the community responses to the relevant key actions in the STS.

Local Government Engagement:

The City undertook engagement with other metropolitan Local Governments to gain an understanding of the common themes and challenges in the development of sustainable transport infrastructure. These are outlined in the STS.

Funding Opportunities:

The revised STS outlines the external grant funding available to support sustainable transport projects, principally:

- Western Australian Bicycle Network (WABN) Grants Program, administered by the Department of Transport and Major Infrastructure
- Active Transport Fund (ATF) launched by the Commonwealth in October 2024

The requirement to seek external grant funding to support major infrastructure is as noted in the STS Key Action 1.3 Long-Term Cycle Network (LTCN) development - with priority for routes that are eligible for Federal and State Government funding.

Focus Areas and Key Actions:

The Sustainable Transport Strategy 2025-2030 included priority initiatives aligned with the City's long-term vision and the five strategic pillars: People, Place, Planet, Prosperity and Performance. The City's role was assigned to each Priority Initiative, in accordance with the Corporate Business Plan as Lead, Advocate, Facilitate, Deliver, Educate and Regulate.

The review has renamed the priority initiatives to 'Key Actions' and rearranged the actions under 3 'Focus Areas' - Infrastructure, Partnerships and Education. This simplified format is more accessible and more clearly outlines the actions requiring advocacy with external stakeholders.

Stage 2 Engagement – Draft STS Amendments

Following the Stage 2 engagement process a number of changes have been made to the draft STS arising from feedback received. These changes remain in track-change format in the STS to facilitate review and are as summarised below:

- Details of 2026 engagement process included in the 'Engagement' section.
- Reference to the Main Roads WA's Speed Zoning Policy included in 'Road Safety' section.
- Amendment to the 'Delivery and performance reporting' section to note that a baseline will be established for the performance measures.
- Amendment of the 'Cycling Activity' performance measure to include low-stress cycling network connectivity.
- Amendments to Appendix 1 - Our journey so far, detailing the adoption date of BoTM, summary of the ACPS, and status of the actions from these preceding documents.
- Addition of the Engagement Strategy 2023 & Beyond in Appendix 2 – Supporting Strategies.
- Minor editing changes.

The Engagement Report has been updated following the Stage 2 engagement process with officer comments provided against all feedback received to the draft STS.

Implementation Plan

An implementation plan will be prepared following Council adoption of the STS. Progress against the STS will be reported through the Belmont Connect webpage, the City's Corporate Business Plan and annual reporting processes.

Financial implications

Upon Council endorsement of the STS, City officers will progress scoping and cost estimation of the Key Actions for informing development of the Implementation Plan.

In the 2026/27 capital works budget there are the following capital works funding provisions relevant to the STS:

- WF2701 STS – Path Network improved Access and Connectivity $158,796
- WS2701 Bus Shelter Replacement/Installation Program $35,833

Educational and Advocacy programmes will be funded from existing operational budgets.

Projects shall be considered for funding under the standard budget processes against other competing projects and priorities. State and federal government grant-funding opportunities will be pursued to support funding of STS projects, particularly large capital-works projects such as the LTCN.

Environmental implications

The overarching aim of the STS is for the City to promote and facilitate sustainable transport choices for residents and visitors.

There are no environmental implications in the long term associated with the STS key actions. There may be some short-term environmental implications during any significant works implementation, such as road and footpath modifications. These will be considered further and mitigated wherever possible in the design phase.

Social implications

A key theme of the STS is to improve opportunities for all people, inclusive of those with a disability, to access safe active transport infrastructure.

Attachment details

Attachment No and title
1. Sustainable Transport Strategy 2026 - 2031 - September 2026 [**12.8.1** - 54 pages]
2. STS Engagement Report - Stage 2 - September 2026 [**12.8.2** - 145 pages]



Sustainable Transport Strategy

2026 – 2031

City of Belmont

Executive summary

The City of Belmont's Sustainable Transport Strategy 2026-2031 (STS) provides a strategic framework to guide the City towards providing a well-connected, safe, and environmentally responsible transport network that enhances the quality of life for all residents and visitors.

The STS was developed based on feedback received through an extensive community engagement process, supported by analysis of available data and consideration of best practice principles.

Engagement opportunities included an online interactive map, a community survey, and in-person events held throughout the City. The community identified the following priorities for consideration:

- **Active transport enablement** (e.g. footpaths, bike paths, pram ramps)
- **Road safety** (e.g. reduced speed limits, pedestrian crossings, traffic calming devices)
- **Community safety** (e.g. street lighting, bike storage locations, crime prevention)
- **Education** (e.g. workshops, promotion of benefits such as wellness and connectivity)
- **Community perception** (e.g. participation and convenience of active transport movement)
- **Wayfinding** (e.g. universal messaging in appreciation of the diverse community)

In response to community feedback, the STS outlines key actions to be addressed within the following three focus areas:

- **Infrastructure** – encourages safe and active transport movement across the city.
- **Partnerships** – collaborate with other agencies for active transport facilities.
- **Education** – programmes for improved sustainability and maximising active transport participation.

Implementation will be supported through an ~~action~~ implementation plan, ongoing monitoring, and regular review to ensure the STS remains responsive to community needs, delivers safe active transport infrastructure, promotes sustainable travel choices for residents and visitors, while also enhancing public health outcomes, and strengthening social equity.

Effectiveness of the STS will be evaluated against various metrics, with progress reported through the Belmont Connect webpage, the City's Corporate Business Plan and annual reporting processes.

Contents

Executive summary 1
Introduction 3
Strategy purpose 3
Strategic context 4
Our community at a glance 6
Engagement 7
Transport network 14
Road safety 15
Emerging technology and trends 18
Exploring opportunities 19
Funding 26
Key stakeholders 28
Focus areas 28
Delivery and performance reporting 32
Appendix 1 – Our journey so far 35
Appendix 2 – Supporting strategies 37
Appendix 3 – Transport network 39
Appendix 4 – Emerging technology and trends 45
References 51

Introduction

A transport network is considered sustainable if it meets current travel needs while minimising economic, social and environmental impacts and remaining effective in supporting the mobility needs for future generations.[1]

With the City's population projected to exceed 62,000 residents by 2046[2], alongside significant growth in visitors associated with employment, the City recognises the limited capacity for the transport network to accommodate increased demand if dependence on private vehicle travel continues at the current rate. There is therefore a need to reduce private vehicle use and focus on shifting travel behaviour towards more sustainable transport modes. These modes, as identified in this report, include walking, cycling, public transport and embracing newer technologies such as e-rideable devices, electric and the autonomous vehicles of the future.

The Sustainable Transport Strategy (STS) 2026 – 2031 has been prepared to provide strategic direction for the City of Belmont to ensure the transport network remains resilient while supporting the City's liveability, accessibility and economic growth objectives.

This STS has reviewed the previous recommendations and initiatives of the City's *Belmont on the Move: Integrated Movement Network Strategy* and previous *Sustainable Transport Plan*[3], and consolidated them, ensuring that they have been reviewed for current relevance and modified accordingly.

Further background on previous foundation documents for the STS is provided in **Appendix 1 – Our journey so far**.



E-bicycle maintenance mechanic. Source: City of Belmont.

Strategy purpose

Through the Sustainable Transport Strategy, the City of Belmont aspires to be a model of sustainability in transport and is committed to making active transport a safe and accessible option for all members of the community.

Strategic context

The Sustainable Transport Strategy 2026-2031 is aligned with the City's '*Our Plan for the Future. Strategic Community Plan 2024-2034'* and contributes towards our community's vision and objectives for the future. Sustainable transport closely aligns to four (of the five) pillar objectives for People, Planet, Place and Performance, specifically for **a safe and healthy community** and **a City that is easy to get around safely and sustainably**.[4]



People



Planet

Place



Performance

Performance area	Desired Outcome	Objectives
People	Outcome 1: *A safe, healthy community*.	1.1. Facilitate improved community safety.
	Outcome 3: *People of all ages and abilities feel connected and supported*.	3.1. Support the health and wellbeing of families and children.

Performance area	Desired Outcome	Objectives
Planet	Outcome 4: *Healthy and sustainable ecosystems*.	4.1. Protect and enhance our environment.
	Outcome 5: *Climate resilience*.	5.1. Adapt sustainable practices to reduce emissions.

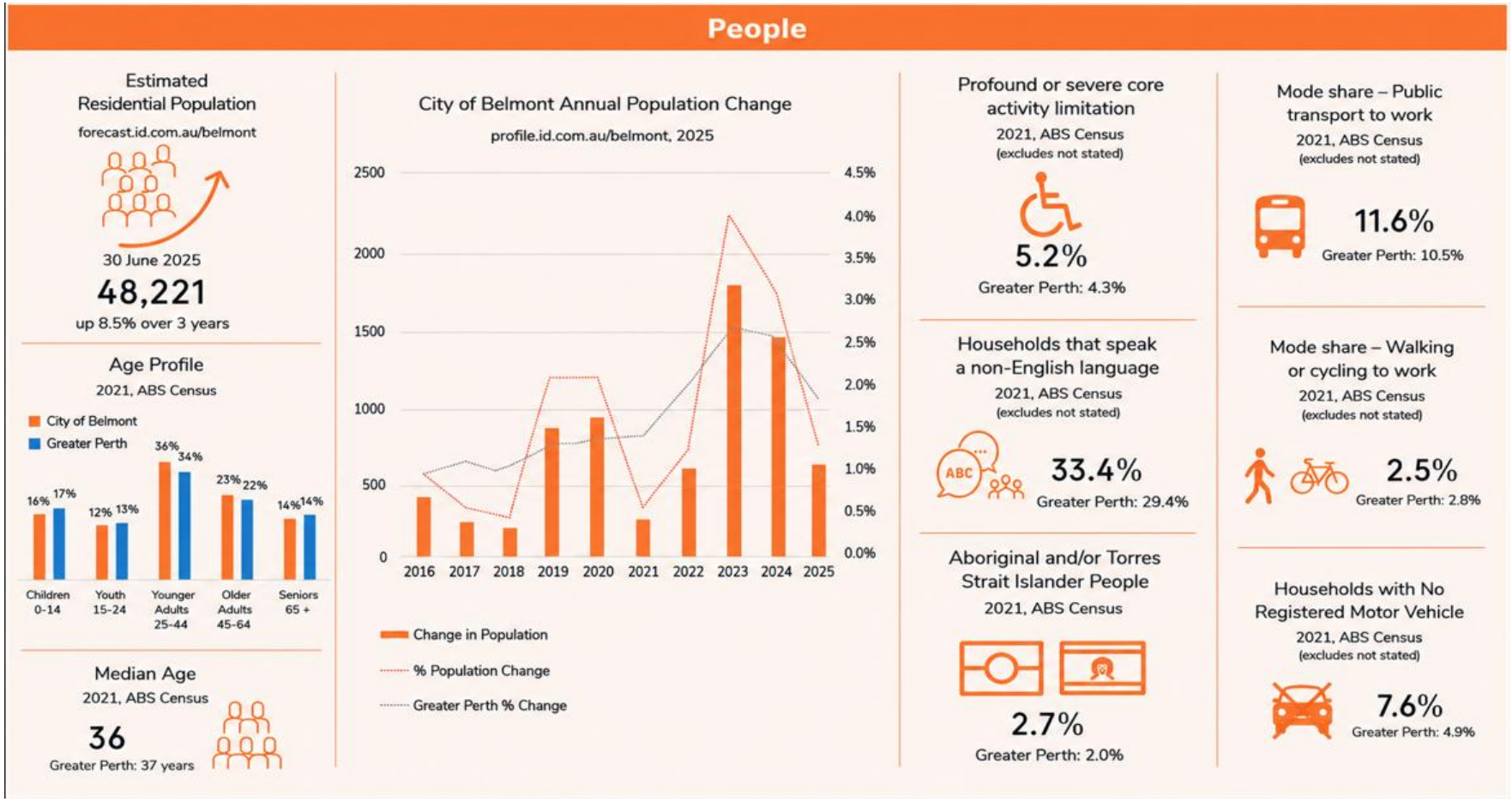
Performance area	Desired Outcome	Objectives
Place	Outcome 6: *Sustainable population growth with responsible urban planning*.	6.1. Responsible planning and development to enhance liveability, with consideration for supporting infrastructure and services.
	Outcome 8: *A city that is easy to get around safely and sustainably*.	8.1. Make our city more enjoyable, connected and safe for people to walk and cycle. 8.2. Deliver a safe, efficient and sustainable road network with supporting infrastructure, including sufficient parking.

Performance area	Desired Outcome	Objectives
Performance	Outcome 10: *Effective leadership, governance and financial management.*	10.3. Embrace technology, creativity and innovation to solve complex problems and improve our city.
	Outcome 11: *A happy, well informed and engaged community.*	11.2. Effectively inform and engage the community about local services, events and City matters.

The STS aligns closely, and is supported by, a number of City strategies – refer to **Appendix 2 – Supporting strategies**.

Our community at a glance

The City has a diverse population demographic which requires consideration with the planning and implementation of sustainable transport initiatives.



Engagement

Community engagement

In October 2024, the City undertook a community engagement exercise to better understand local travel behaviours and identify improvements that residents would like to see.

There were multiple avenues for people to share their feedback, thoughts, and ideas, including the following:

- **Mapping Tool**: Participants could visit *Belmont Connect* to place pins on an interactive map, marking locations of interest and providing comments. 128 pins were gathered from 59 contributors.
- **Survey**: Respondents were invited to answer 11 questions on how they use sustainable transport within the City and what improvements they would like to see. 199 responses were gathered from 158 contributors.
- **In-Person**: In person events were held across various locations in the City during Bike Month (October 2024), attendees were directed to the Belmont Connect engagement page or provided hard-copy surveys to complete. Respondents could also provide feedback at the Civic Centre, during community events or through visits requested - by schools, community support centres, and other institutions - ensuring that engagement was accessible to diverse community groups.



Examples of sectors in the City of Belmont community that were a focus of the STS engagement

The feedback gathered plays a crucial role in shaping the facilities and services that will enhance the City's liveability and connectivity. It also helps identify key themes and opportunities related to the experiences of residents as they walk, ride, wheel, or use public transport throughout the City.

When participants were asked which modes of transport were used on a typical day of travel (multiple-choice), the highest percentages were:

78% travel by car, which is reflective of the ABS 2021 Census data,

48.5% walk,

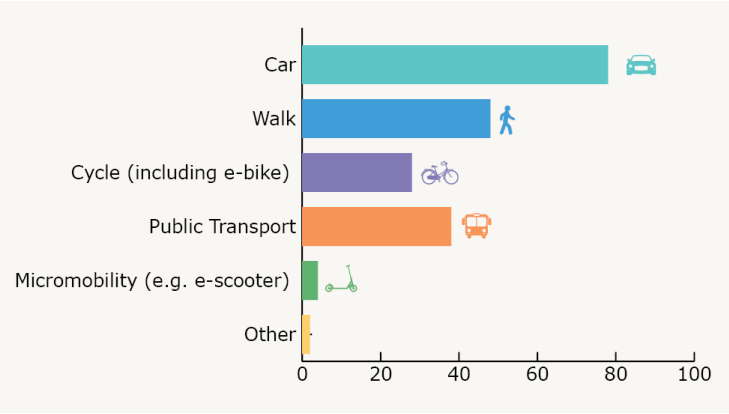
38.9% use public transport.

Walking and public transport percentages are both much higher than the recorded ABS 2021 Census data. However, this could be due to participants already walking or cycling on the day of the questionnaire or during the in-person events.

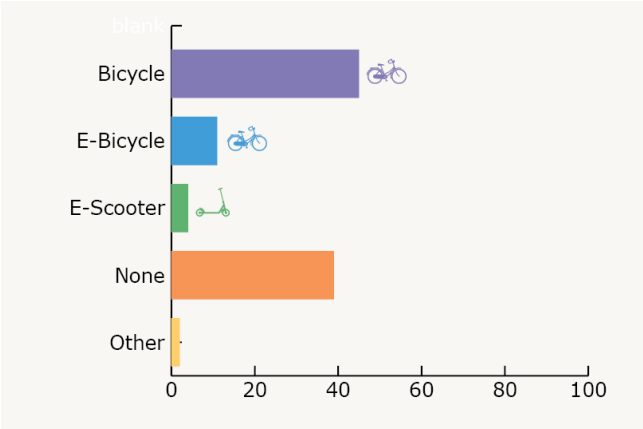
When participants were asked whether they owned a bike (including an e-bike) or other micromobility device, the highest percentages were:

45% of respondents owned bicycles,

39% did not own any form of bicycle or other micromobility device.



Respondents Typical Transport Mode Choice



Respondents Owning a Bicycle or other Micromobility Device.

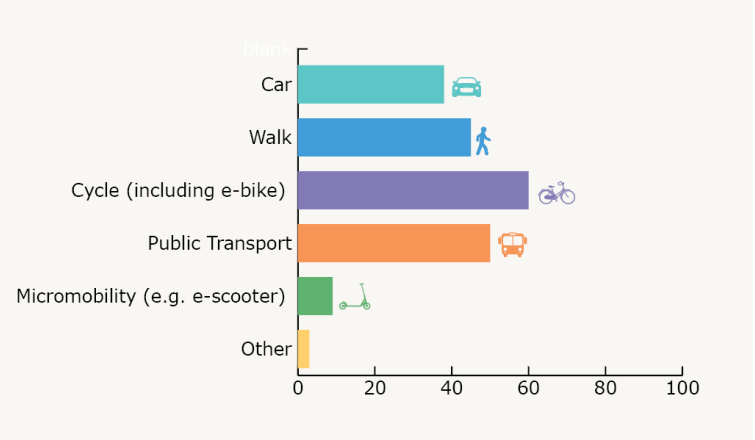
When participants were asked which modes of travel would be preferred if all traffic, accessibility, and safety barriers were removed (multiple-choice and based on an ideal scenario), it was revealed that:

60% cycling,

50% public transport,

45% walking,

38% car.



Respondents' mode of choice if all barriers were removed.

One of the survey questions directed respondents to engage with the mapping tool and pin locations where they encountered barriers preventing them from using active transport, whilst another asked what might encourage a user to take public transport or ride/cycle/use a mobility device more. Overall, the common themes and areas of concern included the following:

Active Transport concerns:

- High-speed roads
- Busy road crossings
- Insufficient crossings
- Crime, theft, and property damage
- Separated bike paths/lanes
- Better connectivity

Lack of street lighting

Narrow footpaths

Interaction on roads, streets and shared paths:

- Cyclists and e-scooter riders traveling at high speeds close to pedestrians
- Frightening interactions between cars and cyclists on the road.

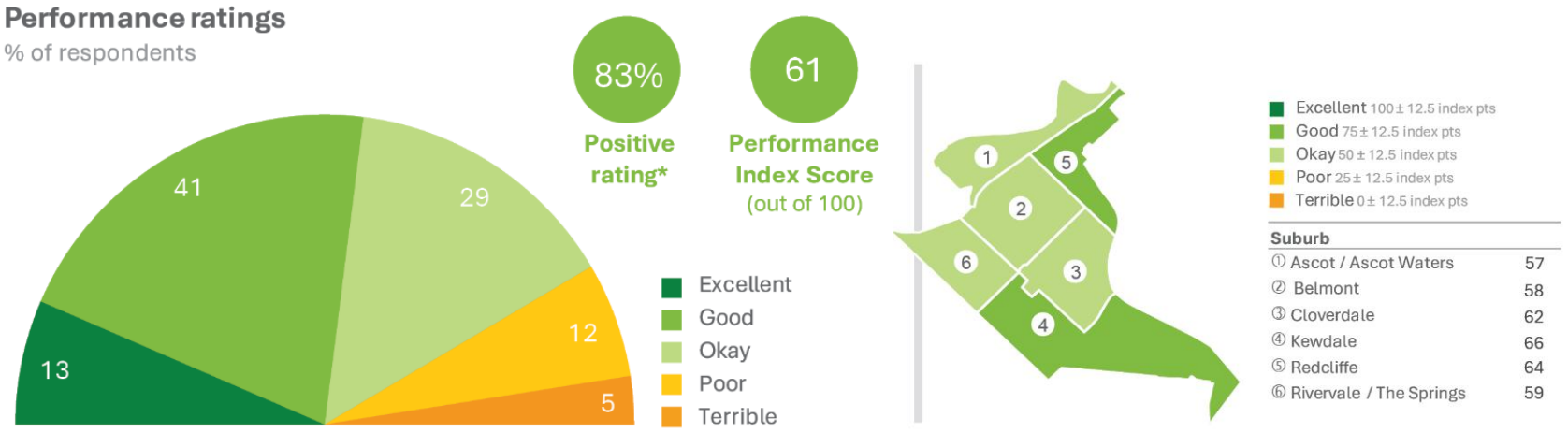
Public Transport

- Lack of connectivity and frequency
- Safety and anti-social behaviour

Community scorecard

The City's MARKYT Community Scorecard surveys from 2023, 2024 and 2025 showed similar concerns to those raised by the community for the STS survey: Traffic management; Footpaths, trails, and cycleways; Streetscapes, trees and verges.

The City's performance ratings for footpaths, trails, and cycleways, as reported in the 2025 MARKYT Scorecard[5], have shown consistent results over recent years, with a current score of 61, surpassing the industry average of 52. Access to information on walking, cycling, and public transport also scores 61. This suggests that while the City is performing well, there is an opportunity to implement positive change as future growth and planning continue.



Catalyse 2025 MARKYT Community and Wellbeing Scorecard: Source: City of Belmont.

Specific variances within City of Belmont were also assessed by suburb and demographic group to highlight some of the high-performing areas as well as those that the City should consider for developing the Implementation Plan.

Demographic variances
Performance index score

Gender	
Male	60
Female	63
Respondent age	
18-34^ years	60
35-49 years	60
50-64 years	60
65+ years	64

Life stage	
Younger adult, no child	63
Baby/toddler (0-4)	61
Primary school (5-11)	55
High school (12-17)	57
Adult child at home (18+)	60
Older adult, no child	64
Home ownership	
Homeowner	61
Renting / other	60

Diversity	
Disability	56
Mainly speak LOTE	58
First Nations	43

Catalyse 2025 MARKYT Community and Wellbeing Scorecard: Source: City of Belmont.

What did our community tell us?

It is important for everyone in the City's local community to access and enjoy the local streets. Which is why closing the gaps in the existing networks is important, with more paths, crossings, safer bike riding and walking options for everyone to enjoy.

The community identified the following priorities for consideration:

- **Active transport enablement** (e.g. footpaths, bike paths, pram ramps)
- **Road safety** (e.g. reduced speed limits, pedestrian crossings, traffic calming devices)
- **Community safety** (e.g. street lighting, bike storage locations, crime prevention)
- **Education** (e.g. workshops, promotion of benefits such as wellness and connectivity)
- **Community perception** (e.g. participation and convenience of active transport movement)
- **Wayfinding** (e.g. universal messaging in appreciation of the diverse community)

Effective infrastructure planning must support safe and efficient movement across the City, aligning with how the community lives, works, and accesses goods and services. By coordinating land use, infrastructure, and transport, the City can create more connected, functional, and liveable environments.

Perth Local Governments

City staff visited the following Local Governments: City of Vincent, City of Stirling, City of Canning, City of Melville and the Town of Victoria Park.

The objective of this engagement was to understand common themes of what was working well, lessons learned, and the challenges associated with the provision of sustainable transport infrastructure, to help inform development and implementation of the City's STS.

What's been working:

- Major projects reliant on external funding are not a key focus, however they are worked on and promoted as opportunities arise.
- Modest scale projects, lower costs, with community support are favoured as they deliver quick wins, these can involve addressing "connection gaps" in the footpath/ cycle network or improving access to bus stops.
- Community support for low speed 30km/hr and 40km/hr speed zones is increasing.
- Bike parking provision around facilities and during events is important to encourage active transport.
- Clearly defined cycle pathways and/or shared spaces with pedestrians, signage and surfacing type/ colour.
- Policies and standards need to be flexible/ adaptable for site and route specific application.
- Safe Active Street projects are generally working well.

Challenges:

- The Long-Term Cycle Network (LTCN) is an aspirational development and would take many years of effort and funding to achieve, particularly if reliant on Local Government funds only with other competing budget priorities.
- Significant scale projects require detailed investigations for accurate cost estimates, before applying for grant funding, as significant cost escalation can result in funding being withdrawn.
- Behavioural issues on shared path use, educational programmes for mutual respect.
- E Scooters increasing presence on the network, speed compliance, behavioural issues and incidents.
- Speed limit reductions not always supported by the community, educational opportunity to promote benefits.

Preparation and review of the draft Strategy

The draft Sustainable Transport Strategy 2026-2031 was posted on the Belmont Connect website with an Engagement Report outlining the feedback received during the October 2024 community engagement. The draft STS was advertised through Belmont Connect from 13 July to 16 August 2026, providing an opportunity to invite community feedback and close the loop with stakeholders and community members who contributed to its development.

During the 2026 engagement exercise:

- 351 visits were made to the Belmont Connect STS project page by 217 visitors.
- 9 responses were received

The Engagement Report was updated to include the community feedback received on the draft STS and associated officer comments. Consideration was given to the submissions received and the draft STS was amended where suitable.

Transport network

The private vehicle is the preferred mode of transport in the City of Belmont, particularly for commuting, accounting for 81% of journeys according to the 2021 ABS Census.[6] Reducing reliance on private vehicle travel requires investigation of the existing built environment to understand how it can be reconfigured to reduce barriers to active transport and promote sustainable travel modes.

Roads and Streets

The City of Belmont maintains a road network of approximately 234 km[7] , classified within a hierarchy of access and distributor roads, and bounded by Tonkin Highway, Leach Highway, Great Eastern Highway (GEH) and Orrong Road, which are State-managed roads that distribute regional traffic relatively effectively to and around the City. Growth on the City's road network is predominantly from trips generated by development in the City of Belmont.

Footpaths

The City has an extensive footpath network with most roads having a footpath on at least one side. Path duplication is provided in areas of higher activity to reduce the need for path users to cross a busier road at unsuitable locations. Gaps in footpath provision will be further assessed in the Implementation Plan.

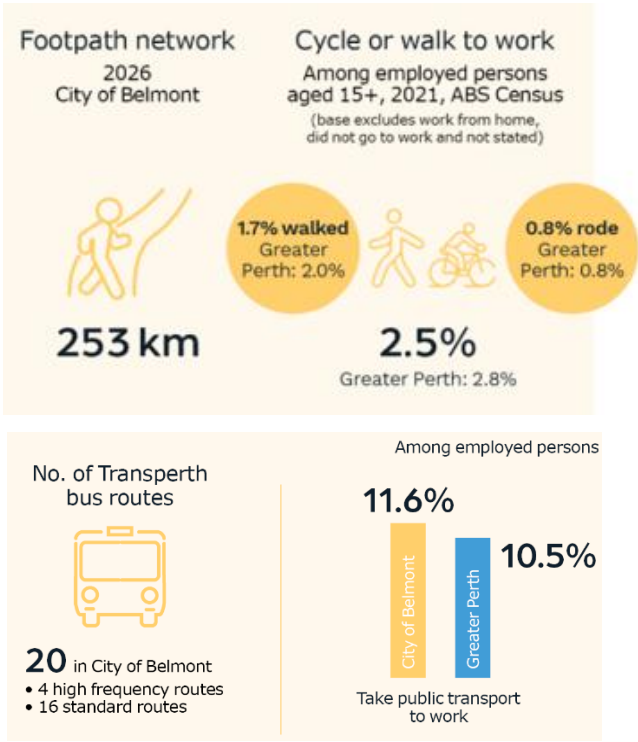
Cycle Network

The cycle network comprises of Principal Shared Paths (PSPs), shared paths and sealed shoulders. PSPs are typically found on major roads and freeways and constructed to a higher standard than general shared paths and footpaths. Shared paths are constructed to support both pedestrian and bike riders and are typically at least 2.5m wide.[8] Sealed shoulders are incorporated within the road carriageway of some of the busier City roads.

Public Transport Network

Transperth bus and train services provide City of Belmont residents with sustainable alternatives to private vehicle travel. Census data indicates buses are well patronised by the City's residents for commuter journeys. The Airport Line and METRONET upgrades to the Armadale and Thornlie-Cockburn Line have significantly improved rail access within or near the City. Future expansion of Perth's ferry network may also present opportunities for services within the City of Belmont.[9]

Refer to **Appendix 3 – Transport network** for further details.

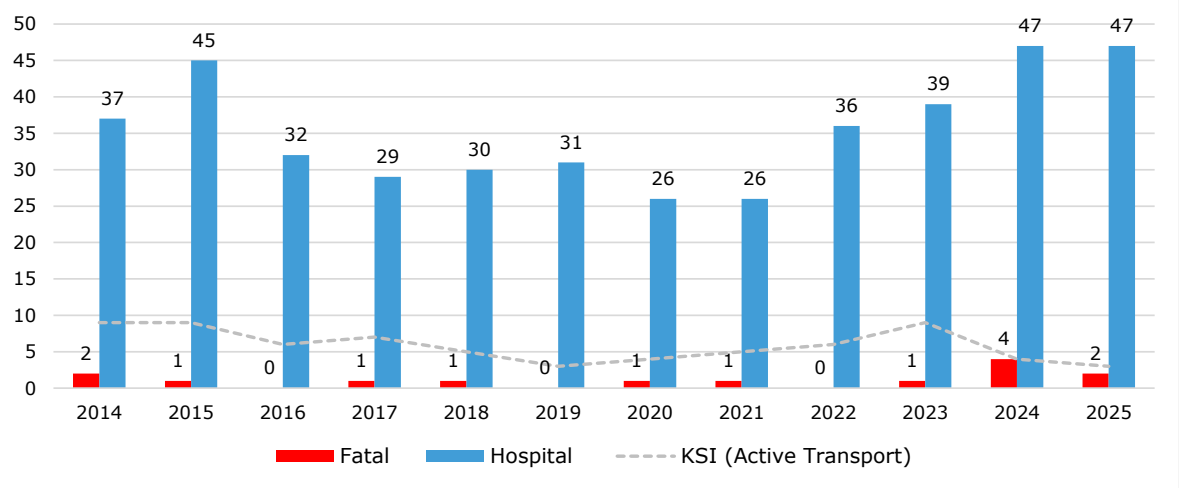


Sustainable network information and usage data. Source: 2021 ABS Census and City of Belmont

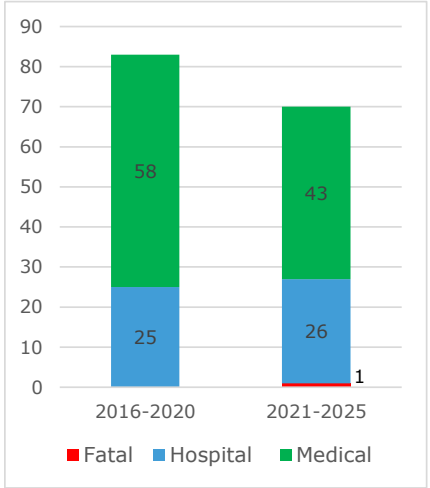
Road safety

The 'Driving Change – Road Safety Strategy 2020-2030', sets out the WA State government's vision for reducing the number of people killed, or seriously injured (KSI) on our roads by 50-70% by 2030.[10] The overarching foundation of the road safety strategy is the Safe System approach, which recognises that while road users can make mistakes, the transport system should be designed to prevent those mistakes from resulting in death or serious injury. Local government is recognised as a partner critical to the success of the road safety strategy.

The high severity crashes bar chart between 2016 and 2025 reveals a recent increase in these types of crashes compared to previous years within the City.

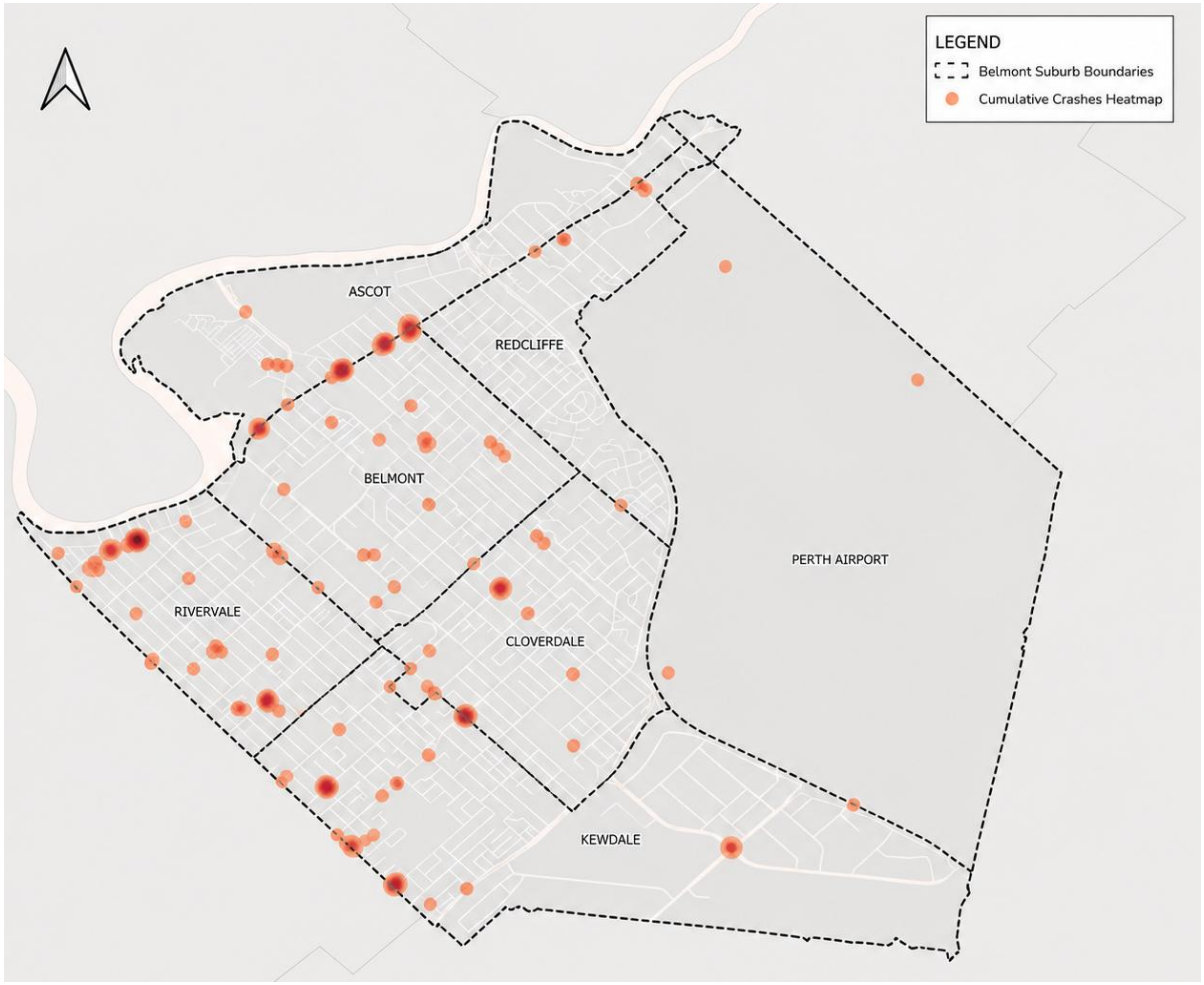


High Severity Crashes from 2016 - 2025 (City of Belmont). Source: Main Roads Western Australia



Active Transport Casualty Crash 5-Year Trend (City of Belmont). Source: Main Roads Western Australia

The accompanying Cumulative Crashes Heatmap further highlights areas with the highest concentration of crashes recorded during the same period. The heatmap focuses strictly on pedestrians, cycling and e-rideable crashes. Orrong Road, as an important interface corridor, has been included in the heatmap.



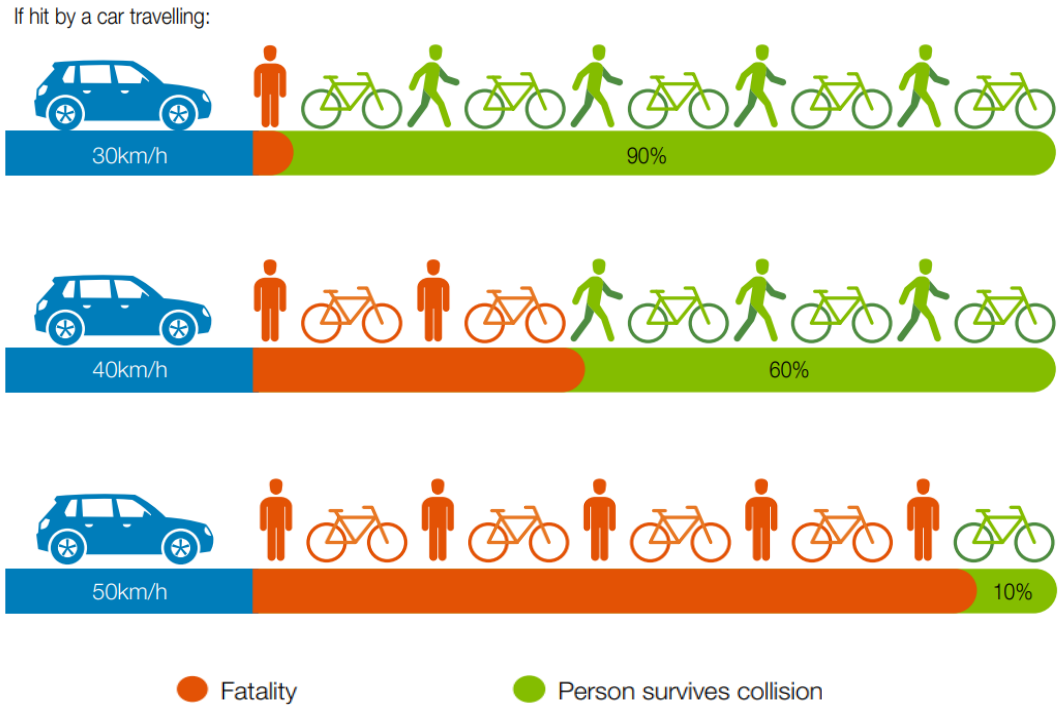
Cumulative Crashes Heatmap from 2021 – 2025 (City of Belmont). Source: Main Roads Western Australia

This highlights pre-existing safety issues associated with active transport modes and will assist with the development of active transport related safety measures.

A large proportion of crashes occur on busy state arterial roads such as GEH and Orrong Road. This is not surprising as these roads carry significant traffic volumes and contain many signalised intersections which contain a greater concentration of crashes.

A detailed analysis of crash data by suburb will be completed to support finalisation of the Strategy's Implementation Plan.

The analysis will confirm the severity and key patterns of incidents involving pedestrians, cyclists, and other mobility device users. This will help ensure specific locations are targeted where safety improvements are most needed.



Crash severity risk map. Source: DTMI

In line with the crash data findings, the image on the left highlights the correlation between vehicle speed and the severity of injuries for pedestrians and cyclists. Notably, a vehicle speed of 30 km/h is likely to provide a 90% chance of survival for a vulnerable road user if struck.[11]

All speed zoning, including on local government roads, is established in accordance with Main Roads WA 'Speed Zoning Policy'.[31] The Policy sets out the process for review of speed limits and the associated speed limit ranges that are applicable to each street environment.

Emerging technology and trends

New technologies are becoming increasingly available and popular, providing users with simple, fast, flexible and cost-effective alternative transport options. These technologies provide more sustainable travel choices and include micromobility options such as e-bikes, e-scooters, motorised scooters and other e-rideable devices.

In transport planning, micromobility devices are generally considered distinct from mobility devices because they serve different purposes, despite some similarities in their size and operation.

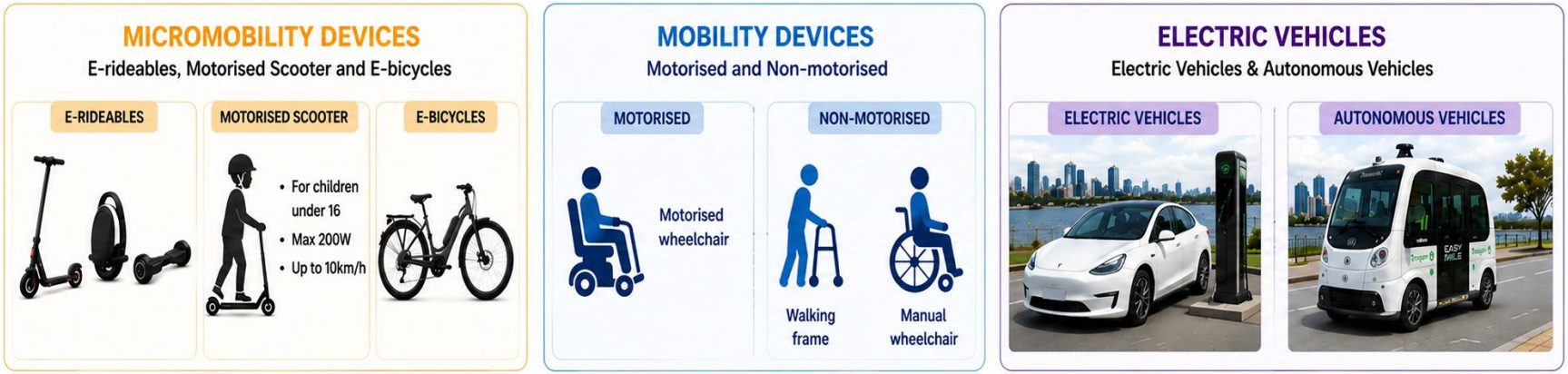
- **Micromobility** are typically *optional* devices, to improve convenience, efficiency or travel speed for short-distance trips.
- **Mobility** devices aid people with mobility impairments and are typically *necessary* for the user to participate in daily activities. Examples include wheelchairs, walking frames and motorised wheelchairs.

Electric vehicles (EVs) are also an emerging technology with the potential to improve environmental outcomes within the City of Belmont.

Autonomous vehicles (AVs) are automated driving systems intended to enhance road safety through advanced vehicle technologies, as well as improve traffic efficiency. In the future, autonomous vehicle technology may also improve accessibility and support more efficient public and shared transport services.

Collectively, these technologies are influencing how people travel within urban areas and should be considered as part of our sustainable transport network.

Appendix 4 – Emerging Technology and Trends provides further details.



Images of emerging technologies that make up sustainable transport modes (City of Belmont)

Exploring opportunities

As the City continues to grow, increasing road capacity alone is unlikely to provide a sustainable long-term solution to transport challenges. This STS proposes an approach that focuses on addressing gaps and implementing actions that create a safer environment for sustainable urban mobility. This approach will encourage more people to integrate active transport into their daily routines and help address future traffic volume challenges.

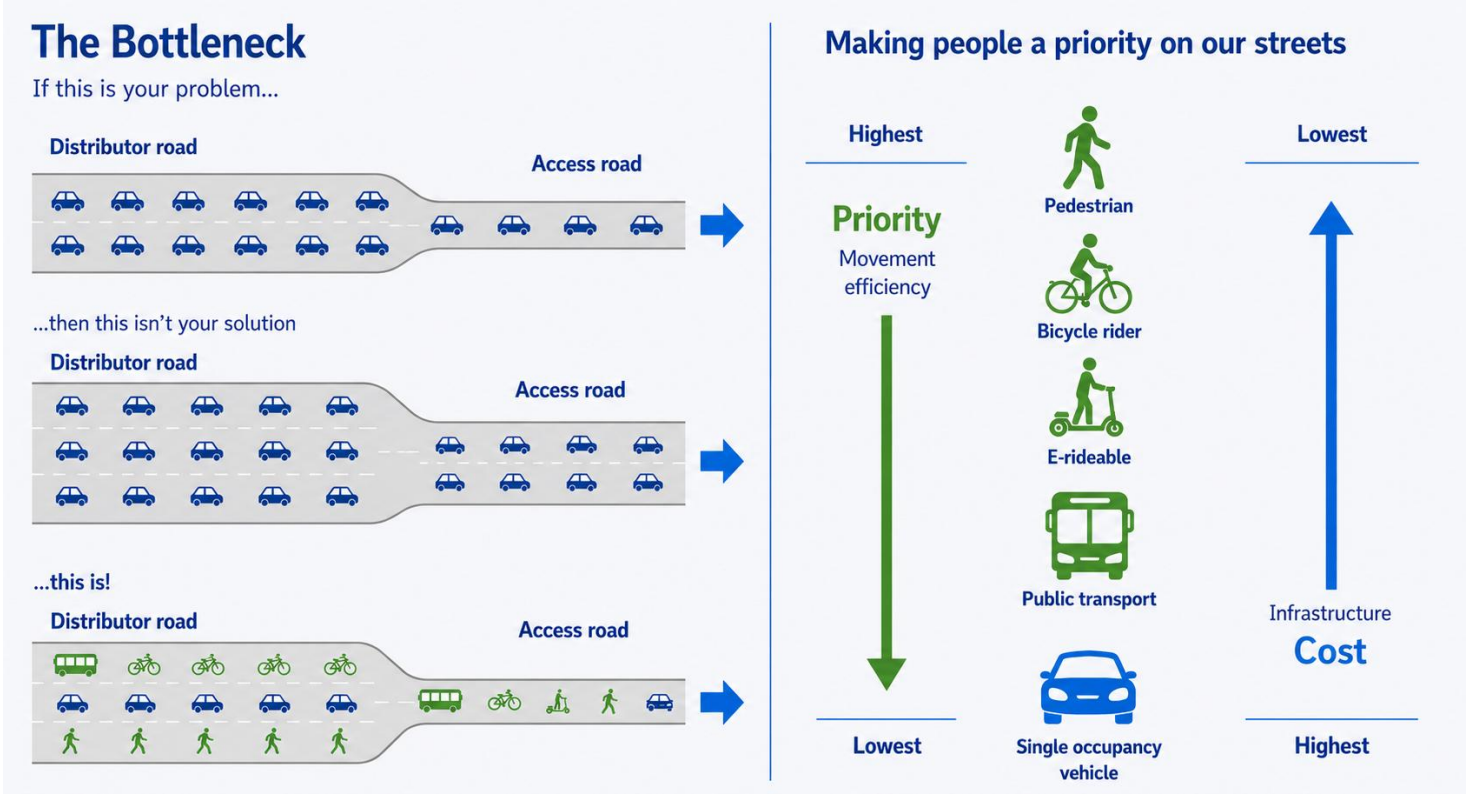


Image above adapted from sustainable travel literature (City of Belmont)

Long Term Cycle Network (LTCN)

The aspirational Long-Term Cycle Network (LTCN) was endorsed by the City and the Department of Transport and Major Infrastructure (DTMI) in 2020.

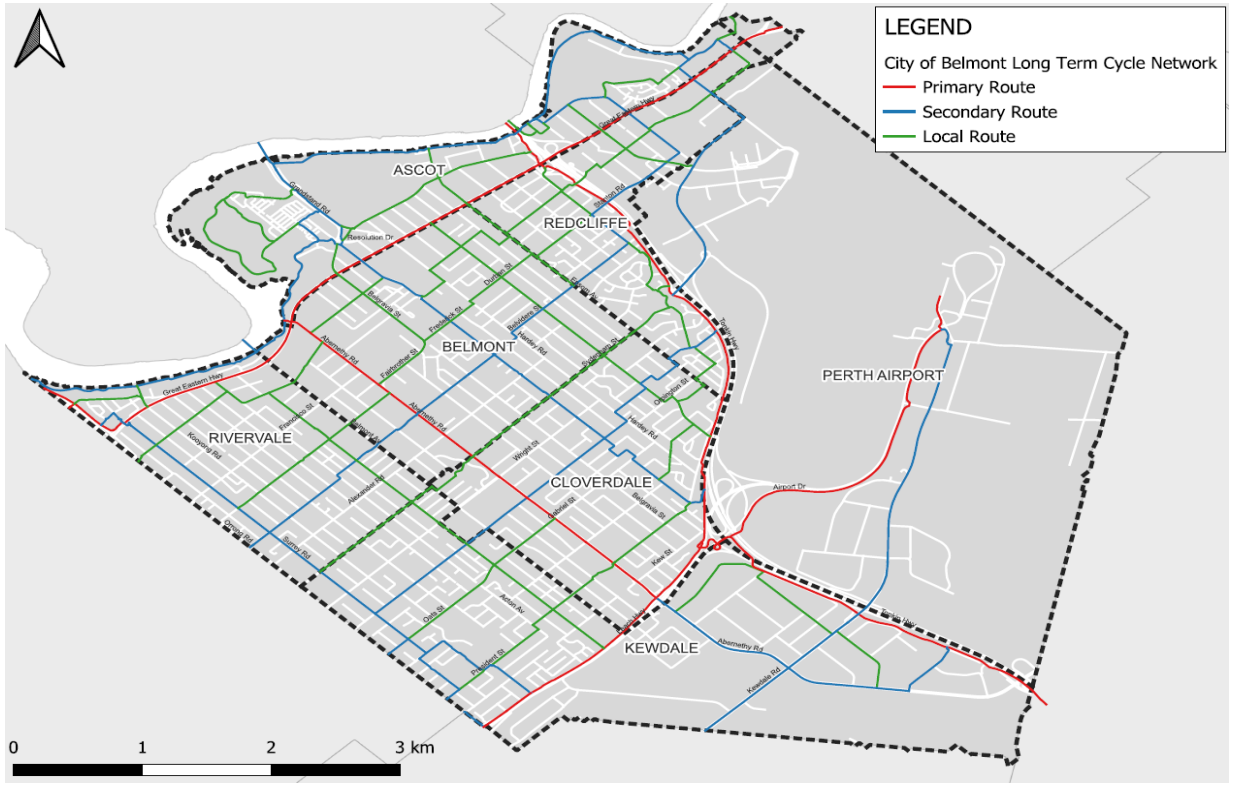
The LTCN has identified routes to link parks, schools, community facilities and transport services, and its implementation will contribute to making bike riding a convenient and viable option for residents and visitors. Routes are classified by their function, and the level of demand, as primary, secondary or local in accordance with the WA Cycling Network Hierarchy.[12]

The route classification is not determined by its built form but connectivity to activities and access points that take place along the route.

Primary routes run along major roads such as Tonkin Highway, GEH, Leach Highway and Abernethy Road. Various secondary routes and local routes are also proposed throughout with routes and linkages arranged in a grid-like pattern.

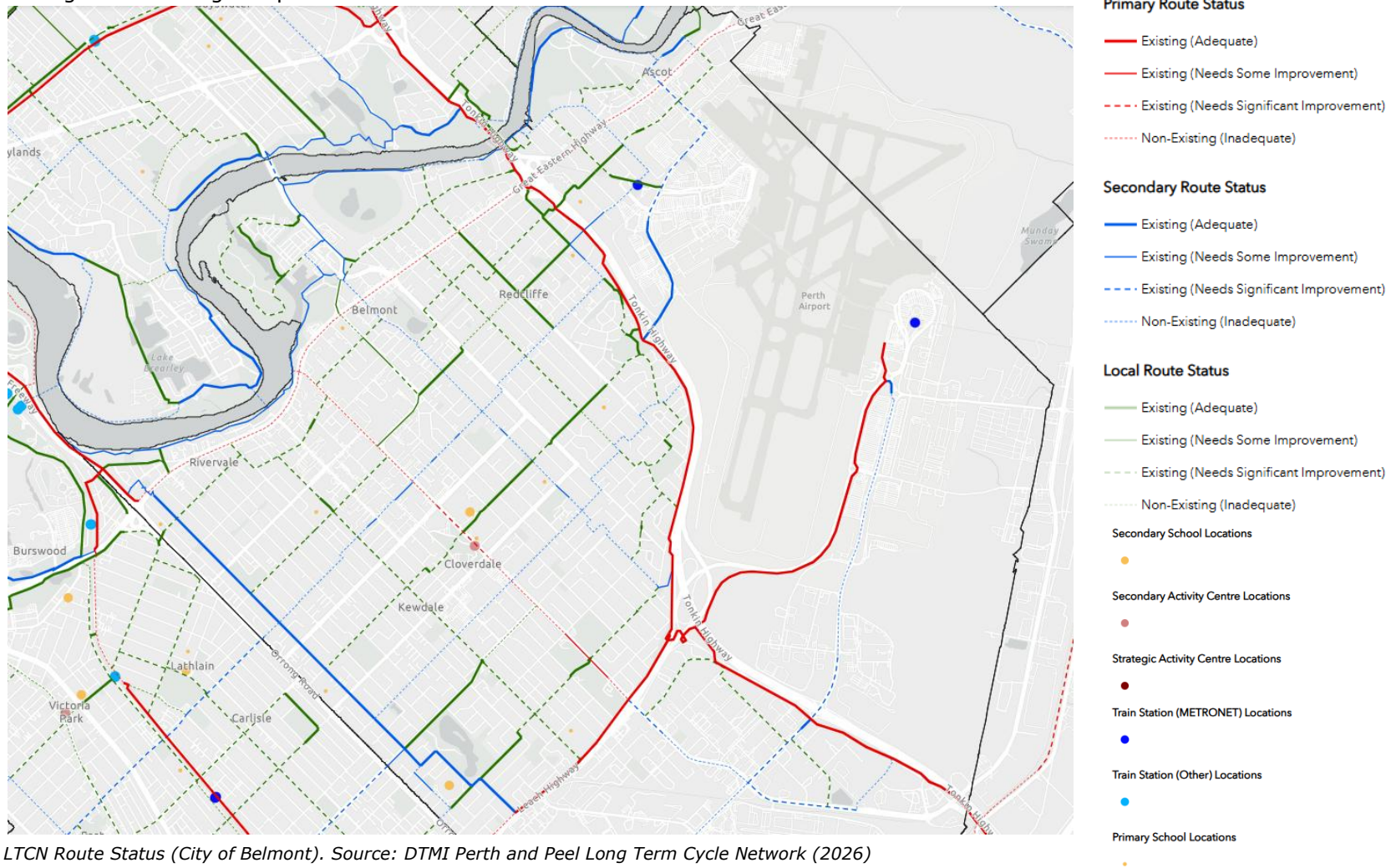
Function	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.

WA Cycling Network Hierarchy. Source: DTMI



City of Belmont Long Term Cycle Network (2024). Source: DTMI

A comparison of the aspirational LTCN with the current cycling network highlights opportunities for improvement, particularly within Belmont, Rivervale and Cloverdale. Delivery of the full network will be a long-term undertaking, and the LTCN may be refined as needs and priorities evolve. Despite these challenges, the City has made progress and will continue to develop its cycling network towards the LTCN goal as funding and priorities allow.



LTCN Route Status (City of Belmont). Source: DTMI Perth and Peel Long Term Cycle Network (2026)

Green routes and cycle streets

There are opportunities for the City of Belmont to consider *Green Routes* and *Cycle Streets* in the context of LTCN development.

Green routes

There is an opportunity to increase physical activity in everyday activities such as walking to local parks, engaging people in aged care facilities and encouraging less experienced bike riders.[13] Important considerations are the destinations they serve, the users they intend to attract and landscaping features that will contribute to a distinctive sense of place. Key elements to these routes may include improved wayfinding signage and pavement markings, enhanced lighting, high quality paths that are shared or separated depending on user volumes, safe crossing points and attractive landscaping.

Cycle streets

The principle concept of these streets is for cyclists to feel comfortable riding directly on the street. By nature, these streets have low volume traffic and low operating speeds. These streets require infrastructure modifications such as traffic calming measures or closed to through-traffic at intersections to reduce vehicle speeds and volumes while maintaining connectivity and access for cyclists and pedestrians, creating filtered and permeability for pedestrians and cyclists.[14] These streets do not include all the measures required for a Safe Active Street.



Cycle street treatment example in Doubleview, WA. Source: Google Streetview

Pop-up bicycle lanes

Pop-up bicycle lanes gained popularity during the COVID-19 pandemic, when cities responded to an increase in cycling demand and the need for rapid, flexible transport solutions by trialling temporary cycling infrastructure. In Australia, trials in Melbourne and Sydney proved to be a successful initiative, with several installations retained or upgraded as permanent bike lanes.[1516]

Pop-up bicycle lanes typically utilise temporary materials such as barriers, bollards, and line marking to delineate cycle lanes within existing road corridors. They enable the monitoring of community uptake, safety outcomes and network performance before committing to permanent infrastructure upgrades. Typically, these trials are intended to remain in place for 12 to 18 months, after which they could be removed or, transitioned into permanent cycling infrastructure if deemed successful.

There is an opportunity for the City to consider the use of pop-up bicycle lanes to test the effectiveness of proposed LTCN routes prior to their permanent development.



Pop-up bicycle lane in Melbourne. Source: Bicycle Network

Cycling to train stations

Cycling to train stations offers an excellent opportunity for City of Belmont residents to integrate cycling into their longer commuter journeys, particularly for trips to key employment destinations such as the Perth CBD.

- **Redcliffe Train Station** is conveniently located near Perth Airport and serves as an accessible public transport interchange for residents of Redcliffe, Belmont, and Cloverdale. The station is supported by bicycle parking and a dedicated bike shelter.

- **Oats Street, Queens Park and Carlisle Train Stations** along the Armadale and Thornlie-Cockburn Train Lines, while located outside the City's boundaries, remain within a convenient cycling distance, particularly those in Rivervale and Kewdale.



Oats Street Station, a potential destination for City residents to ride to. Source: City of Belmont

End-of-trip facilities

To encourage the use of active transport, it is important to provide end-of-trip facilities such as safe and secure temporary parking for cyclists and micromobility device users. These facilities must be conveniently located and well illuminated to maximise utilisation and ensure public safety. Provision of shelter and shade is also desirable where feasible at indoor destinations.



Bicycle parking in the City of Belmont. Source: City of Belmont

Wayfinding

The installation of wayfinding signage was identified as a priority consideration by the community. In response, the City will explore installations of simple, attractive, and brightly coloured wayfinding signage that display distances and estimated travel times to key destinations.



Attractive example of wayfinding in Singapore. Source: Dementia Singapore

Share the path

As the City's walking and cycling network continues to expand, promoting respectful and courteous behaviour between path users will become increasingly important. Shared paths accommodate a diverse range of users, including pedestrians, cyclists, people using mobility devices, and children. The City will investigate opportunities to deliver a "Share the Path" education and awareness programme that promotes considerate behaviour among all path users. Key messages may include giving way to pedestrians, travelling at appropriate speeds, passing at a safe distance, and using a bicycle bell or verbal warning when overtaking.



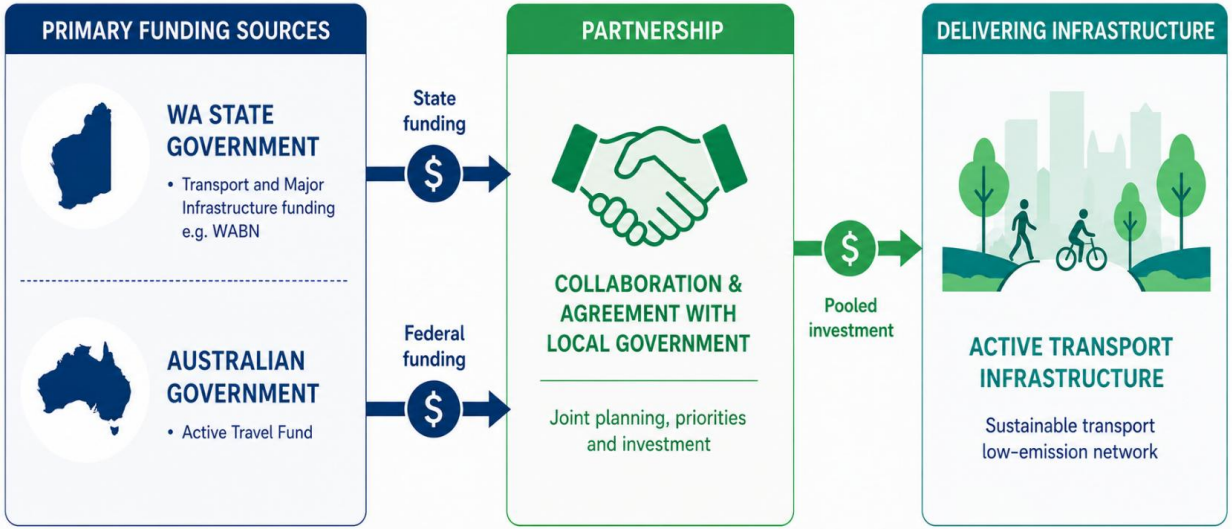
Share the Path Program. Source: City of Sydney Council

A successful example of this approach has been delivered by local governments in Sydney, where face-to-face engagement sessions are conducted along popular shared paths and cycling routes to help build community awareness.

The City will also explore opportunities to partner with cycling education providers and local businesses to deliver complementary activities such as bicycle safety checks, maintenance workshops, route information, and skills development programmes.

Funding

External funding support will be critical to delivering sustainable transport infrastructure and education programmes. Funding opportunities are currently available through State and Federal funding programmes.



Potential funding arrangements for active transport. Source: City of Belmont

WA State Government – Transport and Major Infrastructure Funding

The Western Australian Government continues to provide investment in sustainable transport, active travel and community safety initiatives. These include road safety awareness campaigns, school-based safety programmes, and public transport affordability to make Sunday free for public transport and free student travel to and from school.

Opportunities for local government to obtain State funding support for pedestrian and bicycle network infrastructure exists through the Western Australian Bicycle Network (WABN) Grants Program, administered by the Department of Transport and Major Infrastructure (DTMI). The 2026/27 WA State Budget allocated $36.2 million toward the overall WABN, with substantial funding anticipated to remain available over the forward estimates period.[17] However, it is understood this is primarily for pre-allocated projects and weighted towards the principal shared path (PSP) programme.

Current metropolitan funding priorities are focused on projects supporting the Long-Term Cycle Network (LTCN), principally primary and secondary cycling routes within 2 kilometres of METRONET stations. While limited funds are available for local government projects at this time, it is anticipated that additional funding will become available over the timeframe of the STS, and the City of Belmont will continue to build stakeholder relationships to identify and prioritise strategically significant projects that best align with funding opportunities.

The WABN Ggrants Pprogram also assists local governments in preparing Local Bike Plans and related strategic planning documents through lump sum grants of up to $25,000. Under the WABN Grants Program, funding contributions generally match local government expenditure on a 50:50 basis.

The State Government has allocated $8.9 million overall to support students riding or walking to school in 2026/27 including $771,000 for a Safe School Connections Program.[18] These funds made available through the Road Trauma Trust Account are expected to be an ongoing priority and a consideration for the City through the life of the STS.

Australian Government – Active Transport Fund

Further opportunity is available through the Active Transport Fund (ATF), an Australian Government initiative that supports the delivery of new and upgraded walking and cycling infrastructure to improve safety, connectivity and access to key destinations. Launched in October 2024, the ATF was established as part of the Australian Government's commitment to the National Road Safety Strategy 2021–2030 and allocated $100 million over 5 years across Australia.[19] It prioritises projects that contribute to road safety, support emissions reduction and the creation of active and liveable communities. Eligible projects must be publicly accessible, located within public road reserves or transport corridors, and be submitted by a local, state or territory government. Individual projects are capped at $5 million and funding contributions of up to 50% of total project costs are available.

Key stakeholders

As the City moves towards a sustainable future and focuses on ways to adapt to predicted growth, it is important to acknowledge key stakeholders. Collaboration and partnerships are essential for planning, delivering and managing a sustainable transport network.

The City will aim to explore opportunities with various agencies and active transport representative groups to ensure the City's priority initiatives are achieved going forward.

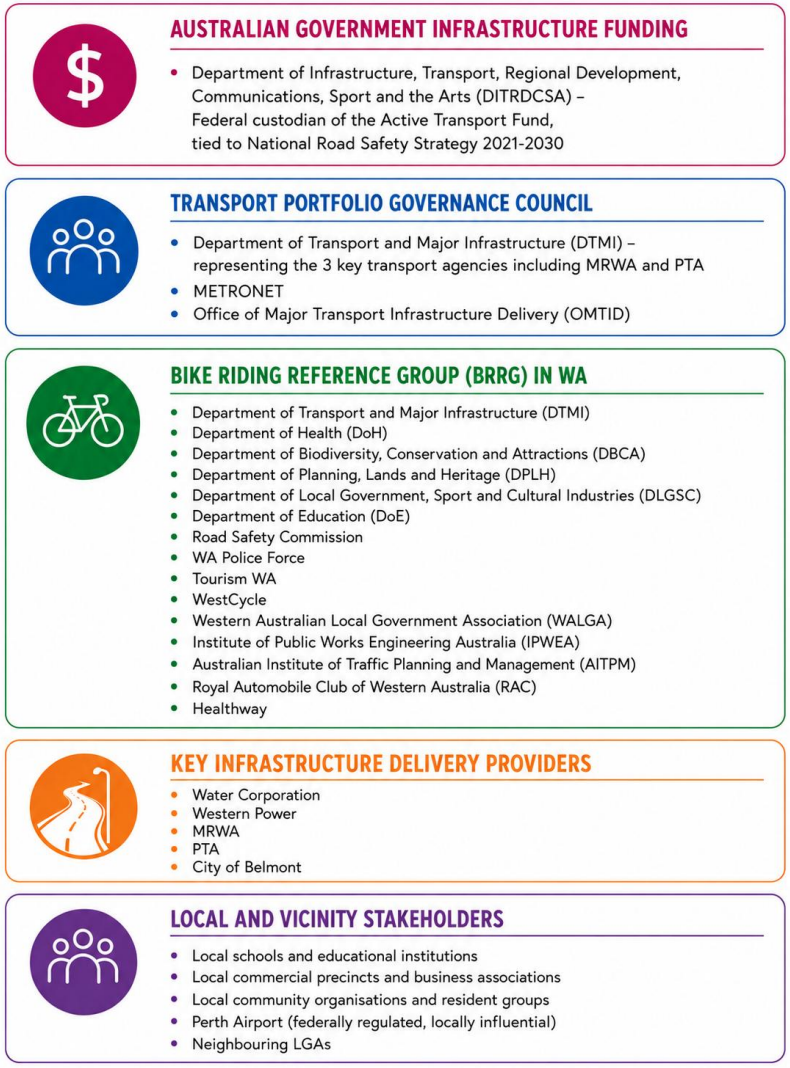
Primary stakeholders are recognised as:

The Department of Transport and Major Infrastructure (DMTI) – agency responsible for the WABN Grants Program, and

The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCSA) – agency responsible for the Active Transport Fund.

Focus areas

The STS will be delivered through three focus areas: Infrastructure, Partnerships and Education. A series of key actions have been identified under each focus area which are outlined below.



Infrastructure

Infrastructure will be developed that encourages safe and active transport movement across the City with the priority being on closing gaps in accessibility and connectivity.

Focus area	Key actions	Responsible
1. Infrastructure	1.1 Improve accessibility and connectivity to educational institutions, community and City facilities, commercial and industrial precincts.	Manager Design, Assets & Development
	1.2 Improve accessibility and connectivity to public transport infrastructure – in conjunction with PTA.	Manager Design, Assets & Development
	1.3 Long-Term Cycle Network (LTCN) development - with priority for routes that are eligible for Federal and State Government funding.	Manager Design, Assets & Development
	1.4 Install improved sustainable transport support infrastructure such as bike stations and end of trip facilities at key locations.	Manager Design, Assets & Development
	1.5 Expand local wayfinding signs to ease navigation for pedestrians, cyclists, and public transport users within the City.	Manager Design, Assets & Development
	1.6 Work with PTA to improve comfort and safety by upgrading bus stops with amenities such as seats, shelters, and lighting, where suitable.	Manager Design, Assets & Development
	1.7 Adopt universal access design principles for infrastructure upgrades for all mobility users.	Coordinator Design
	1.8 Integrate streetscape enhancements such as green verges and street trees with existing and planned footpaths and cycle routes.	Manager Parks, Leisure & Environment
	1.9 Provide sustainable transport infrastructure at City events to encourage active transport.	Sustainable Transport Officer

Partnerships

Advocacy initiatives and strengthening partnerships with key stakeholders will play an important role in the development of sustainable transport in the City.

Focus area	Key actions	Responsible
2. Partnerships	2.1 Investigate routes and areas for reduced speed limit implementation as an improved environment for safe active travel modes.	Manager Design, Assets & Development. Traffic Engineering Advisor
	2.2 Advocate to Main Roads WA to upgrade traffic signals for enhanced and safer pedestrian phases.	Manager Design, Assets & Development
	2.3 Advocate to State Government for inclusion of sustainable transport infrastructure with major network upgrades such as Orrong Road and Great Eastern Highway.	Director Infrastructure Services
	2.4 Advocate to PTA for improved accessibility and connectivity with the Perth metropolitan network, along with coordinated bus/ train scheduling.	Director Infrastructure Services
	2.5 Encourage, where the planning framework permits, the provision of active transport facilities for all new land use developments, located in key growth and high-density areas.	Manager Planning
	2.6 Investigate opportunities to expand the EV and micromobility charging network in conjunction with relevant industry partners.	Manager Design, Assets & Development

Education

Education programs will be delivered to maximise active transport participation across the City.

Focus area	Key actions	Responsible
3. Education	3.1 Deliver structured engagement programmes to raise awareness and educate the community on sustainable transport options and benefits.	Sustainable Transport Officer
	3.2 Collaborate with schools to encourage active travel modes through tailored engagement programmes.	Sustainable Transport Officer
	3.3 Active transport promotion to be held concurrently with scheduled City events, leveraging existing community, business and City activations.	Sustainable Transport Officer
	3.4 Work with the DTMI and Road Safety Commission to promote road safety campaigns and programmes for road users, including drivers, cyclists and-scooter riders.	Sustainable Transport Officer



Active travel users in Faulkner Park, Belmont. Source: City of Belmont.

Delivery and performance reporting

The initiatives identified above will be progressed under a detailed Implementation Plan for the 5-year lifecycle of this strategy.

The effectiveness of the STS towards influencing positive behavioural change and adopting sustainable transport modes will be evaluated under Performance Measures and informed by Data, refer below. A baseline for the measures will be established as part of the Implementation Plan. Progress against the performance measures baseline will be updated annually.

Progress against the Strategy will be reported through the Belmont Connect webpage, the City's Corporate Business Plan and annual reporting processes. ~~The effectiveness of the STS towards influencing positive behavioural change and adopting sustainable transport modes will be evaluated under Performance Measures and informed by Data, refer below.~~

PERFORMANCE MEASURE *What we will measure*	DATA COLLECTION METHOD *How we will measure it*
SUSTAINABLE TRANSPORT USAGE Walking, cycling and public transport mode share.	• **Census Journey to Work Data** (where available). • **PTA Public Transport Patronage Reports** • **Community Scorecard Surveys**
PRIVATE VEHICLE DEPENDENCY Single-occupancy vehicle trips and traffic congestion.	• **Census Journey to Work Data** • **Community Scorecard Surveys** • **Traffic volume monitoring** (where available).
ROAD SAFETY Pedestrian and cyclist-related crashes and incidents.	• **MRWA Crash Data** – Review of crashes involving vulnerable road users.
COMMUNITY PARTICIPATION Participation in active transport programs and initiatives.	• **DTMI Your Move Program Activity** – Number of registered schools and workplaces and level of activity in the program. • **Community Scorecard Surveys**
COMMUNITY SATISFACTION Improved satisfaction with pedestrian and cycling amenities.	• **Community Scorecard Surveys** – Insights on commuting travel choices, safety perceptions and priorities.
ADOPTION OF EMERGING MOBILITY TRENDS Adoption of e-mobility solutions.	• **Community Scorecard Surveys** • Targeted user surveys and observational studies (where undertaken).
CYCLING ACTIVITY AND NETWORK CONNECTIVITY Growth in cycling participation and low stress cycling network connectivity and destination access.	• **Super Tuesday Bike Count Data** • **Traffic Map MRWA Data** – Annual bicycle count data on PSPs. • **Low-stress cycling network measures** – TBC
FUNDING EFFECTIVENESS City funds leveraged through external grant funding and partnerships.	• Annual review of City capital expenditure, grant funding secured and project delivery outcomes.

PERFORMANCE MEASURE *What we will measure*	DATA COLLECTION METHOD *How we will measure it*
SUSTAINABLE TRANSPORT USAGE Walking, cycling and public transport mode share.	• **Census Journey to Work Data** (where available) • **PTA Public Transport Patronage Reports** • **Community Scorecard Surveys**
PRIVATE VEHICLE DEPENDENCY Single-occupancy vehicle trips and traffic congestion.	• **Census Journey to Work Data** • **Community Scorecard Surveys** • **Traffic volume monitoring** (where available)
ROAD SAFETY Pedestrian and cyclist-related crashes and incidents.	• **MRWA Crash Data** – Review of crashes involving vulnerable road users.
COMMUNITY PARTICIPATION Participation in active transport programs and initiatives.	• **DTMI Your Move Program Activity** – Number of registered schools and workplaces and level of activity in the program. • **Community Scorecard Surveys**
COMMUNITY SATISFACTION Improved satisfaction with pedestrian and cycling amenities.	• **Community Scorecard Surveys** – Insights on commuting travel choices, safety perceptions and priorities.
ADOPTION OF EMERGING MOBILITY TRENDS Adoption of e-mobility solutions.	• **Community Scorecard Surveys** • Targeted user surveys and observational studies (where undertaken).
CYCLING ACTIVITY Growth in cycling participation and network use.	• **Super Tuesday Bike Count Data** • **Traffic Map MRWA Data** – Annual bicycle count data on PSPs.
FUNDING EFFECTIVENESS City funds leveraged through external grant funding and partnerships.	• Annual review of City capital expenditure, grant funding secured and project delivery outcomes.

Performance measures and informing data methods. Source: City of Belmont

Appendix 1 – Our journey so far

~~In 2015, the City introduced~~ Belmont on the Move: Integrated Movement Network Strategy (BotM), a 10-year strategic transport plan shaped by extensive community engagement ~~.~~ was adopted by Council at the 23 August 2016 Ordinary Council Meeting.

This was followed by the Sustainable Transport Plan (STP) in 2019 – the City's first dedicated transport plan.

The Long-Term Cycle Network (LTCN) was considered at the Ordinary Council Meeting (OCM) of 23 June 2020, with the following resolution:

That Council:

1. Endorse the aspirational Long Term Cycle Network (LTCN) developed in collaboration between Council officers and the Department of Transport.

2. Notes that endorsement of the LTCN does not commit Council nor State Government agencies to deliver all, or any part, of the LTCN within a particular timeframe – nor does endorsement commit any party(s) to fund any specific route within the LTCN.

3. Confirms support for Local and State Government agencies to work together in delivering the aspirational LTCN over the longer term.

The Activity Centre Planning Strategy (ACPS), was adopted by Council at the 27 February Ordinary Council Meeting. The ACPS carried forward many of the place-based actions from Belmont on the Move with revised timeframes. The ACPS includes sustainable transport actions related to other Activity Centres that were not referenced in Belmont on the Move.

Status of the actions associated with the above is summarised below.

ACTIVITY CENTRE	BELMONT ON THE MOVE (BOTM)				ACTIVITY CENTRE PLANNING STRATEGY (ACPS)			
	Completed	Ongoing / In Progress	For Consideration under STS 2026–2031	N/A for STS 2026–2031	Completed	Ongoing / In Progress	For Consideration under STS 2026–2031	N/A for STS 2026–2031
Belmont Town Centre	2	6	1	4	-	1	-	1
Belvidere Street	2	5	-	2	-	2	1	-
Eastgate	-	-	-	-	-	2	1	-
Kooyong Village	6	-	3	-	-	1	3	-
Redcliffe Station/DA6	1	6	-	-	-	2	2	-
The Springs	1	5	1	2	-	-	2	2
Ascot	-	-	-	-	-	4	1	1
Ascot Waters	-	1	2	4	-	-	-	4
Belgravia	-	-	-	-	-	-	1	4
Belmay	-	-	-	-	-	-	2	2
Belmont Square	-	-	-	-	-	2	1	3
Epsom Avenue	-	-	-	-	-	1	2	4
Francisco Street	-	-	-	-	-	-	-	4
Golden Gateway	-	-	-	-	-	-	-	4
Love Street	-	-	-	-	-	-	2	3
Wright Street	-	-	-	-	-	3	2	-
Belmont Business Park	-	-	-	-	-	3	-	2
Great Eastern Highway	-	-	-	-	-	3	-	2
Kewdale Industrial Area	-	-	-	-	-	1	-	1
Redcliffe Industrial Area	-	-	-	-	-	1	-	1
Orrong Road (BoTM)	1	5	3	1	-	-	-	-
BOTM TOTALS	**13**	**28**	**10**	**13**	**ACPS TOTALS**	**26**	**20**	**38**
	BOTM GRAND TOTAL			**64**		**ACPS GRAND TOTAL**		**84**

INITIATIVE TYPE	SUSTAINABLE TRANSPORT PLAN 2019–2023				
	Completed	Ongoing / In Progress	For Consideration under STS 2026–2031	N/A for STS 2026–2031	TOTAL
Short Term Initiative	1	10	3	-	**14**
Long Term Consideration	-	6	6	5	**17**
TOTALS	**1**	**16**	**9**	**5**	**31**

Action Status – Previous Documents.

Appendix 2 – Supporting strategies

STRATEGY / PLAN	ASPECTS RELEVANT TO THE STS
Activity Centre Planning Strategy 2024 (ACPS)	Travel behaviour programs to encourage use of alternative modes of transport, wayfinding measures, improvements to pedestrian and cyclist priority, opportunities for public realm and streetscape improvements.
Active Recreation Strategy 2026–2031 (ARS)	Cycling and walking on our built environment network are activities that sit under the framework of this strategy.
Access and Inclusion Plan 2022–2026 (AIP)	Outcome 1: People with disability have the same opportunities as other people to access the services and events of the City of Belmont – walk, wheel and ride, City of Belmont, Department of Transport and Major Infrastructure and Transperth, Your Move map. Outcome 2: People with disability have the same opportunities as other people to access the buildings and facilities of the City of Belmont – accessible routes and footpaths, along with end of trip facilities as appropriate. Outcome 3: People with disability receive information from City of Belmont in a format that is accessible – wayfinding and signage.
Streetscape Enhancement Strategy 2022–2027 (SES)	Streetscape landscaping of roundabouts, cul de sac ends, verges and medians which will create an enjoyable walking, cycling, or driving experience and enhance the amenity of the surrounding neighbourhood.
Urban Forest Strategy 2025–2030 (UFS)	Expand and Enhance initiative: the further development of green verges and well-designed streetscapes to facilitate pedestrian movement and encourage active transport, connecting neighbourhoods, activity centres, business precincts, public infrastructure and community facilities.
Community Safety Strategy 2025–2030 (CSS)	Improved lighting in public spaces and advocacy for improved State owned infrastructure.
Environment and Sustainability Strategy 2023–2033 (ESS)	Climate resilience and renewable energy use.
Economic Development Strategy 2023–2028 (EDS)	Related theme of wellbeing economy.
Great Eastern Highway Urban Corridor Strategy (UCS) 2024	Potential new connections and improvements to existing infrastructure to provide greater pedestrian and bike rider amenity and safety. The strategy identifies landscaping areas to provide opportunities to achieve additional greenery and planting adjacent to pedestrian and cyclist infrastructure.
Local Planning Strategy (LPS) 2026	Supports promoting alternative transport modes.
Engagement Strategy 2023 & Beyond	How we communicate with community, stakeholders and customers; which could include promoting sustainable transport options, asking for feedback or advocacy.

STRATEGY / PLAN	ASPECTS RELEVANT TO THE STS
Activity Centre Planning Strategy 2024 (ACPS)	Travel behaviour programs to encourage use of alternative modes of transport, wayfinding measures, improvements to pedestrian and cyclist priority, opportunities for public realm and streetscape improvements.
Active Recreation Strategy 2026–2031 (ARS)	Cycling and walking on our built environment network are activities that sit under the framework of this strategy.
Access and Inclusion Plan 2022–2026 (AIP)	Outcome 1: People with disability have the same opportunities as other people to access the services and events of the City of Belmont – walk, wheel and ride, City of Belmont, Department of Transport and Major Infrastructure and Transperth, Your Move map. Outcome 2: People with disability have the same opportunities as other people to access the buildings and facilities of the City of Belmont – accessible routes and footpaths, along with end of trip facilities as appropriate. Outcome 3: People with disability receive information from City of Belmont in a format that is accessible – wayfinding and signage.
Streetscape Enhancement Strategy 2022–2027 (SES)	Streetscape landscaping of roundabouts, cul de sac ends, verges and medians which will create an enjoyable walking, cycling, or driving experience and enhance the amenity of the surrounding neighbourhood.
Urban Forest Strategy 2025–2030 (UFS)	Expand and Enhance initiative: the further development of green verges and well-designed streetscapes to facilitate pedestrian movement and encourage active transport, connecting neighbourhoods, activity centres, business precincts, public infrastructure and community facilities.
Community Safety Strategy 2025–2030 (CSS)	Improved lighting in public spaces and advocacy for improved State owned infrastructure.
Environment and Sustainability Strategy 2023–2033 (ESS)	Climate resilience and renewable energy use.
Economic Development Strategy 2023–2028 (EDS)	Related theme of wellbeing economy.
Great Eastern Highway Urban Corridor Strategy (UCS) 2024	Potential new connections and improvements to existing infrastructure to provide greater pedestrian and bike rider amenity and safety. The strategy identifies landscaping areas to provide opportunities to achieve additional greenery and planting adjacent to pedestrian and cyclist infrastructure.
Local Planning Strategy (LPS) Draft 2026	Advertised in 2026, following consent from the Western Australian Planning Commission (WAPC).

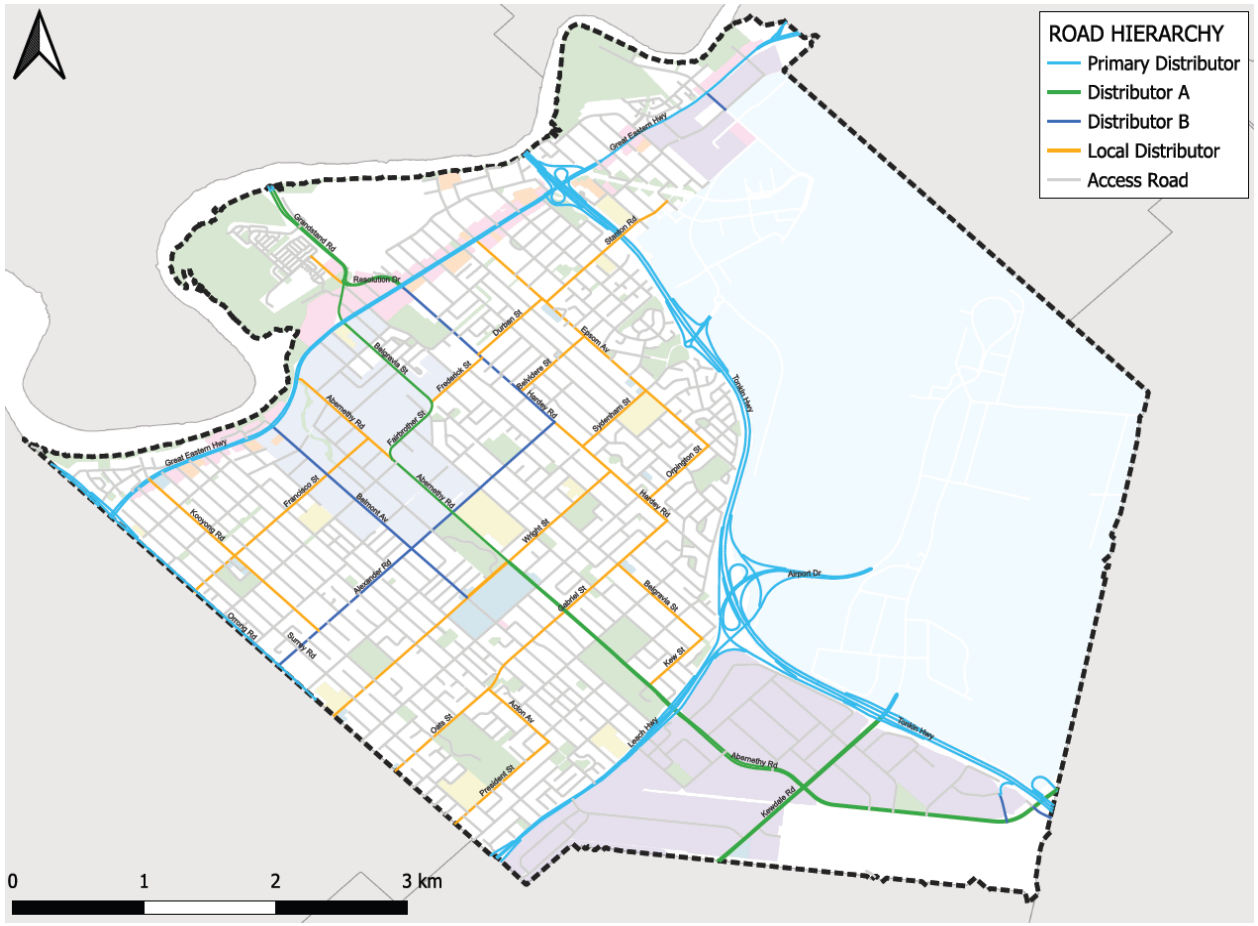
Appendix 3 – Transport network

Roads and streets

The road network in the City of Belmont is well-developed, featuring a traditional grid pattern for local streets, bounded by major strategic highways including Tonkin Highway, Leach Highway, GEH and Orrong Road.

The existing road network is crucial for traffic movement throughout the broader Perth area, given its strategic proximity to Perth Airport and connectivity to major industrial and employment centres in Kewdale and the Belmont Business Park Area.

The Grandstand Road / Belgravia Street / Abernethy Road corridor performs a District Distributor function through the heart of the City, serving the city centre, mixed business area, along with a bridge connection over the Swan River.



Road Hierarchy (City of Belmont). Source: Main Roads Western Australia

Future road network plans aim to improve safety for all road users including a review of existing road speed limits.

The City completed traffic studies in the Redcliffe area and Abernethy Road in response to community concerns about safety and living amenity.[20]

The Redcliffe area study examined road usage and planned developments, including upgrades to Perth Airport, Redcliffe Rail Station and Development Area 6 (DA6).

The Abernethy Road study recommended upgrades at multiple intersections to improve safety and provide an acceptable level of service into the future.

Orrong Road is a known barrier to active transport in the City. The State Government's Orrong Connect project proposed improvements to enhance sustainable transport across this corridor. However, the status of this project remains uncertain.



Road Speed Limit (City of Belmont). Source: Main Roads Western Australia

Footpaths

The City has an extensive network of local and regional footpaths and shared use paths, totalling 253km. The grid-like nature of the road network within the City enhances pedestrian movement and accessibility, with the City's street network including a footpath on the majority of streets along at least one side.

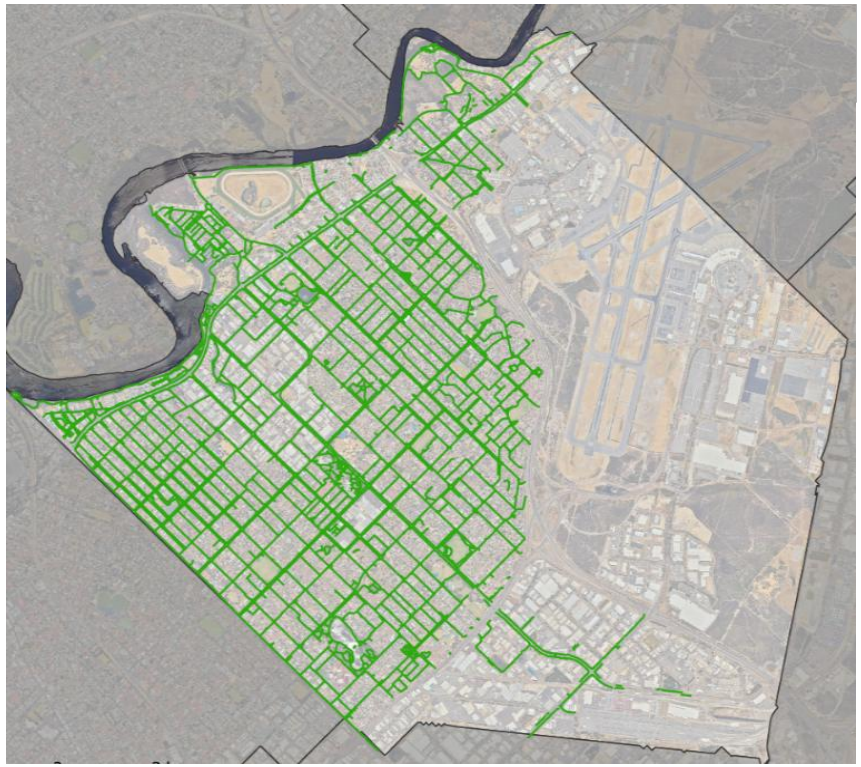
Parks such as Garvey Park and Tomato Lake feature a network of well-designed pedestrian paths, providing connections to and from the parks, with particularly popular routes along the Swan River.

Pedestrian crossings of varying quality are available throughout the street network. Higher-quality crossings are important at shopping centres and intersections with significant vehicle-pedestrian interaction. The City has implemented enhanced crossing facilities at several major intersections, with recent pedestrian crossings on Wright Street and Fulham Street. The only raised formalised pedestrian crossings are located on Belmont Avenue, within the Belmont Forum car parking area.

Grade-separated crossings for pedestrians are limited on Great Eastern Highway (GEH), Orrong Road, Tonkin Highway and Leach Highway.

Footpaths differ in quality and condition, with fault surveys being conducted every two years and full footpath condition surveys every four years.

Analysis of pedestrian activity, traffic volumes, network linkage, and topography helps to prioritise footpath renewals and upgrades.



Footpath Network of City of Belmont. Source: City of Belmont.

Cycle network

The City's current cycle network includes 90 kilometres of shared paths and 24 kilometres of sealed shoulders and cycle lanes, encompassing facilities along GEH and a network of quieter streets. The grid layout of the road system means that local cycling routes are less clearly defined, making every street potentially accessible to cyclists.

A principal shared path (PSP) runs alongside Tonkin Highway and Leach Highway, while a network of high-quality shared paths can be found along the Swan River, as well as parallel to GEH, Dunreath Drive, and Airport Drive.

In 2015, Surrey Road was identified as a suitable location for a bicycle boulevard by the then Department of Transport as part of its Safe Active Streets Program (SAS). This project spans 4.4 kilometres, from the GEH underpass in Rivervale to the PSP at the end of Jeffery Street in Kewdale. The posted traffic speed has been reduced to 30 km/h, and the road environment features large blue STS pavement markers with prominent white and yellow bike symbols painted on the surface.

Whilst the completion of the SAS has seen positive growth in the number of people using the route for bike riding, particularly over weekends, there have been safety issues along the route. Opportunities for improvement have been identified, some of which include the reapplication of SAS blue patches to improve visibility, enhancing existing road treatments and updating existing road signage on the approach to display the 30km/h.

The Belmont Your Move map, an initiative by the DTMI (formerly DoT) provides information on walking, cycling, and public transport, illustrates the various shared paths, bicycle lanes, and sealed shoulders throughout the City.[21]

Navigating around the City has been made easier for commuters with the City's website and the Your Move Map which highlight various routes and transit connections throughout the City.



Belmont 'Your Move' Map. Source: City of Belmont

Public transport network

Bus services

The City is currently well-served by 20 bus routes. 16 standard routes operate daily from 6am to 8pm, with a bus interchange located at Redcliffe Train Station. During weekdays, services run approximately every 20 minutes during peak hours, every 45 minutes during off-peak times, and every 30 to 60 minutes on weekends.[22]

Additionally, there are four high-frequency bus routes within the City, operating daily from 4:30 a.m. to just past midnight. These routes offer services approximately every 10 minutes during weekday off-peak periods, every 5 minutes during peak times, and every 15 minutes on weekends and public holidays.

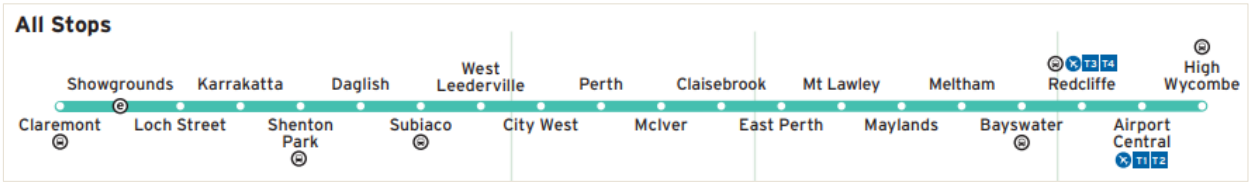
- **Route 935**: Redcliffe Station to Kings Park
- **Route 940**: Redcliffe Station to Elizabeth Quay
- **Route 998**: Clockwise Circle Route
- **Route 999**: Anti-clockwise Circle Route

High Frequency Bus Routes in City of Belmont

Train services

The City is currently serviced by one suburban train station, Redcliffe Train Station which began operation in 2022 and is located within Zone 1 of the Transperth fare system. The station is located along the Airport line extending from High Wycombe to Claremont and includes stops at the Perth Airport and Perth CBD.

To encourage sustainable transport the station provides riders with two bike shelters and 88 bicycle bays.



METRONET Airport Line Stations. Source: City of Belmont

The need for timetable alignment between train and bus services at the Redcliffe Train Station has been considered by the PTA to encourage and provide users with an easy and seamless connection, with services running every 5 minutes within peak AM and PM periods from 5:30am to just past midnight.

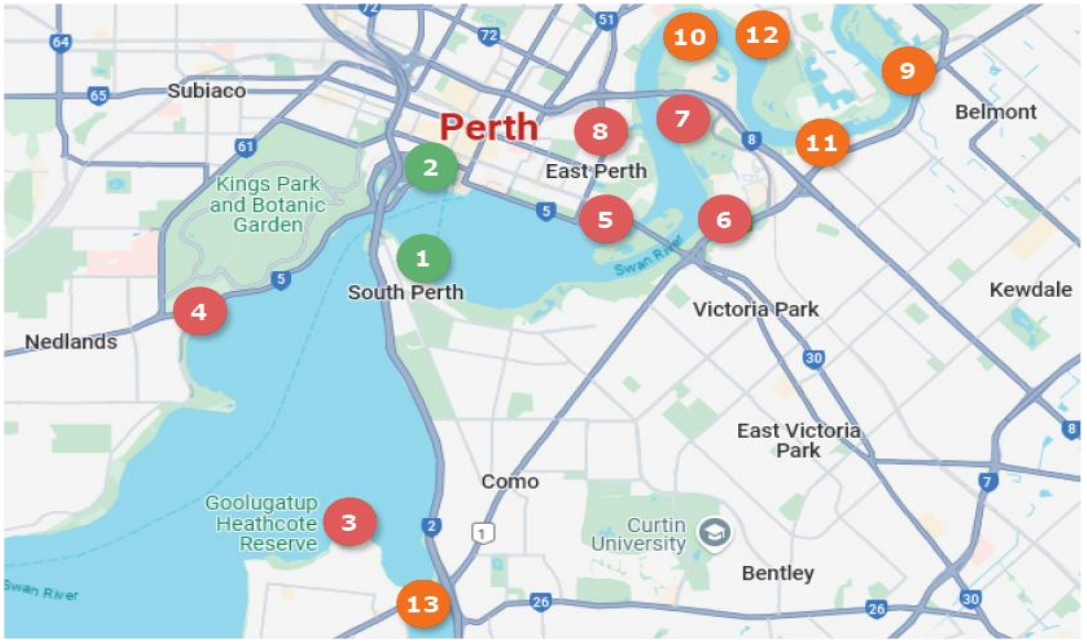
Ferry services

The State Government has recently explored the introduction of several new ferry routes along the Swan River, with the City identified as having two potential stop locations. This consideration follows significant increase in ferry usage in recent years, with 935,000 boardings in 2024/25.[23]

At present, there is no definitive timeline for the implementation of these proposed ferry stops.

However, discussions around potential locations within the suburbs of Belmont and Rivervale along the Swan River have been in consideration by the State Government.[24]

The City of Belmont encourages future ferry use and stops in our area, and will support with active travel options and advocacy for public transport links directly to the potential future stops.



Swan River Ferry Map. Source: Transperth

Already in operation
1 **Elizabeth Quay**
2 **South Perth**

Being investigated
3 **Applecross**
4 **Matilda Bay**
5 **Point Fraser**
6 **Burswood Park**
7 **Optus Stadium**
8 **Claisebrook Cove**

Future consideration
9 **Belmont**
10 **Belmont Park**
11 **Rivervale**
12 **Maylands**
13 **Canning Bridge**

Appendix 4 – Emerging technology and trends

Emerging technology presents an exciting opportunity to enhance the existing transport network within the City. Automation, ride-sharing and electric propulsion are driving change across all aspects of mobility, from the way we move around to how we plan and develop infrastructure for the future. DTMI's *Planning and Designing for Bike Riding in WA* serves as a guideline for shared and separated paths for establishing optimal infrastructure to support various emerging technologies.



All forms of active transport, micromobility and mobility devices. Source: City of Belmont (adapted from DTMI)

Micromobility is a broad term and refers to any tool or equipment designed to assist individuals in moving from one place to another, enhancing functionality and independence for people with varying levels of physical ability.[25]

E-rideables

The emergence of e-rideable devices are opportunities for authorities to consider how the transport network can safely accommodate a broader range of mobility options. These devices include e-scooters, e-skateboards, hoverboards and e-unicycles, and provide a low-emission, low-noise and space-efficient alternative to private motor vehicles, while also offering a convenient and cost-effective travel option for residents and visitors.

E-rideable riders are recognised as vulnerable road users and often share space with both vehicles and pedestrians. Accordingly, consideration should be given to provide them with safer and more connected infrastructure, lower-speed environments, separated paths where appropriate, and clearly defined shared spaces.



E-rideable device. Source: ridebeam.com



E-Rideable Current Laws. Source: Department of Transport

Improved integration of e-rideables within the transport network may also support stronger first- and last-kilometre connections to activity centres, schools and public transport infrastructure.

While e-rideables offer a range of transport and environmental benefits, their increasing popularity has also raised safety concerns, including conflicts with pedestrians, inappropriate riding behaviour, excessive speeds and rider unfamiliarity with device operation or road rules.

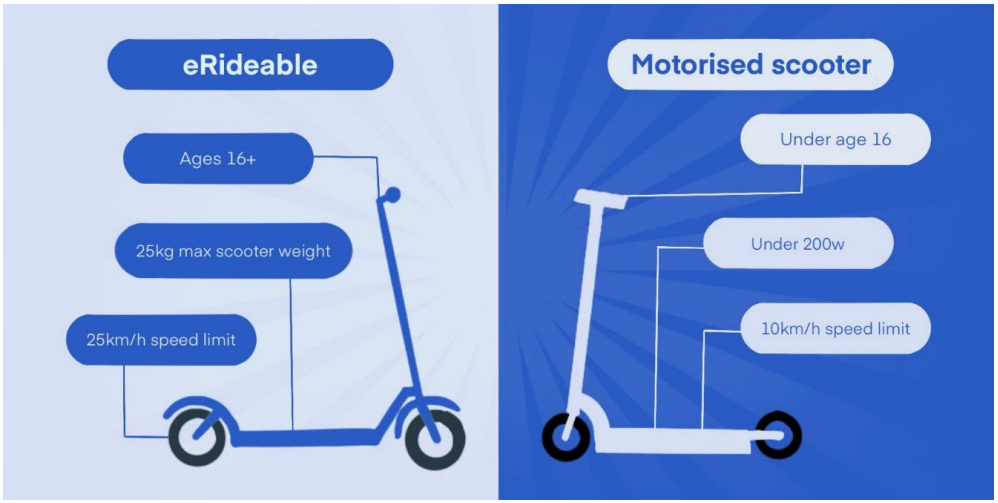
In response, the Western Australian Government introduced dedicated e-rideable road rules in December 2021, providing greater clarity regarding where devices can be used, applicable speed limits and rider responsibilities. These regulations established a framework for the safer integration of e-rideable riders into the transport network while recognising their growing role in supporting sustainable transport outcomes.

E-bikes

Electric bicycles (e-bikes) are classified as bicycles rather than e-rideable devices in Western Australia but are considered as part of the broader micromobility category.

Motorised scooters

Motorised scooters are low-powered electric scooters used by children under 16 years of age. These devices are limited to a maximum speed of 10km/h and a power output of 200 watts.



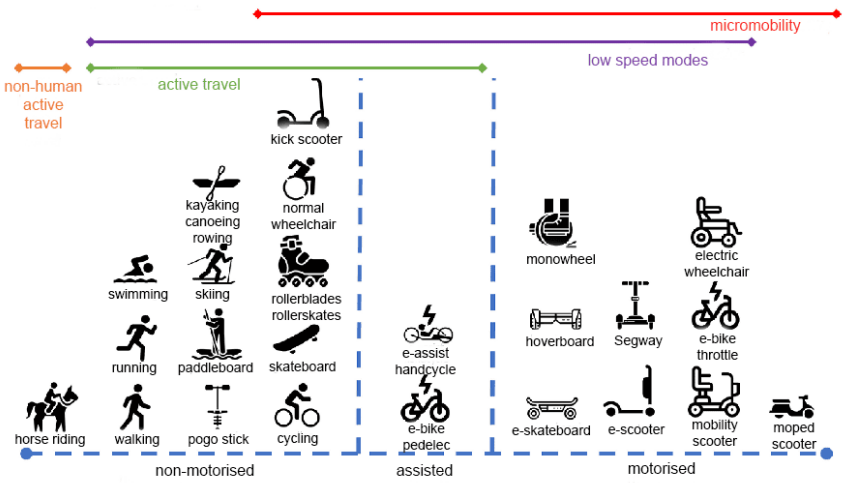
Differences between eRideable and Motorised scooter. Source: Road Safety Commission

Mobility devices

A mobility device generally refers to equipment designed to assist a person's movement, mobility or independence. In the context of sustainable transport, this commonly includes mobility scooters and powered wheelchairs used by elderly persons or people with mobility impairments. In Australia, people pushing prams are generally considered pedestrians rather than users of mobility devices, although they are often considered within broader accessibility and inclusive-mobility discussions.



Personal mobility device. Source: mobilityfrontiers.com



Taxonomy of active travel modes Source: Cook et al., 2022, under CC BY 4.0 Elsevier.

	Cargo e-bike	Small Car
Typical monthly fuel cost (approx.)	**$5**	**$135**
Carbon dioxide emissions per km	**0-2 g/km**	**146.5 g/km**
Annual ownership cost (approx.)	**$250**	**$11,230**
Carry what you need	**Usually**	**Usually**
Suitable for short trips	**Yes**	**Not always**

Cargo E-Bike and Small Car Cost Comparison. Source: West Cycle

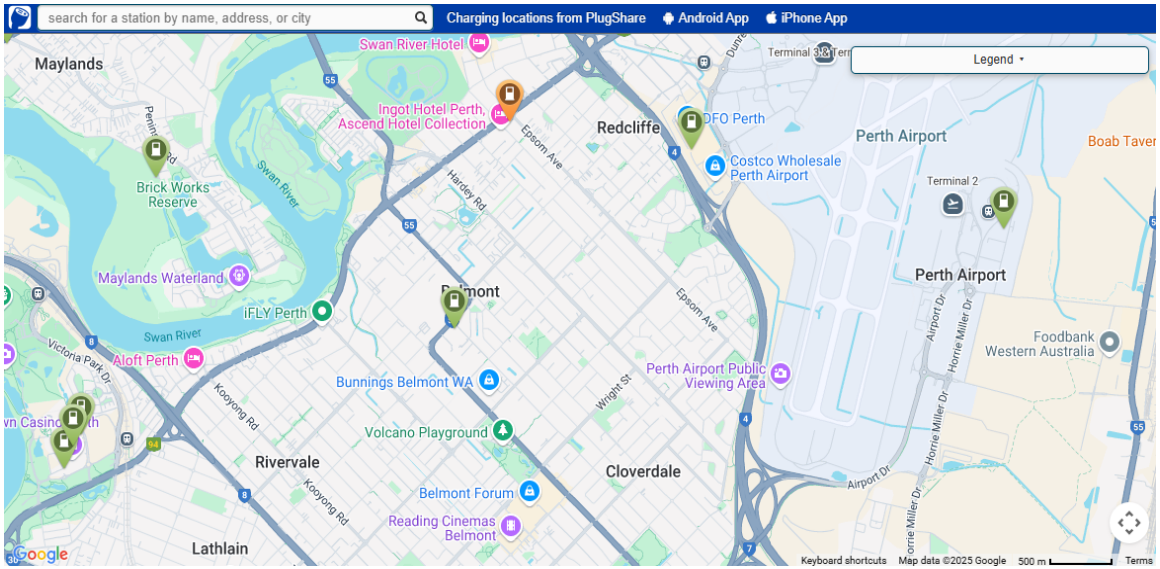
Electric and autonomous vehicles

Electric Vehicles (EVs) are powered wholly or partially by electricity using rechargeable battery systems and are increasingly being adopted as a lower-emission alternative to conventional petrol and diesel vehicles.

Autonomous vehicles (AVs), also known as self-driving vehicles, use advanced technologies to operate with reduced or no direct human control. As these technologies continue to develop, they are expected to influence future transport networks, mobility patterns and road safety outcomes.

The transition to Electric Vehicles (EVs) and the development of Autonomous Vehicles (AVs) are reshaping the future of sustainable transport. The steady increase in adoption of EVs in Western Australia has great potential to reduce greenhouse gas emissions from the transport sector. The transport sector in Australia contributes 16% of the nation's greenhouse gas emissions.[26]

Reports indicate that a higher percentage of battery-operated EVs suggests a growing preference for fully electric solutions over hybrids. The shift not only highlights a positive trend toward sustainable travel options but also indicates a potential for further growth as technology and infrastructure continue to develop. The continued increase in EV registrations reflects an ongoing commitment to environmental sustainability in the region.



RAC EV Charging Station Map. Source: RAC

To ensure EVs are convenient and efficient, the State Government's EV Strategy includes investing over $200 million to support the electrification of cars and buses in Western Australia.[27] This includes rebates for consumers buying a new EV or hydrogen fuel cell vehicle and WA EV Network providing access to fast charging stations along major transport routes, the Charge Up grant scheme for Local Government Authorities (LGAs), not-for-profits, and Small and Medium-sized Enterprise (SMEs) installing charging infrastructure around the state, and the provision of electric buses and charging infrastructure at key depots. Royal Automobile Club (RAC) provided an interactive map to easily locate charging stations across Western Australia and can be accessed through EV charging stations map.



RAC Intellibus®. Source: RAC

In September 2024, the State Government rolled out one of eighteen new electric Perth CAT buses which have begun passenger services in the Perth CBD. These buses are WA's first locally made electric buses, marking a major milestone toward achieving a cleaner, low-emissions public transport network.[28] Additionally, Western Australia Local Government Association (WALGA) is currently underway in coordinating the purchase and installation of 105 charging stations across 22 Local Governments in WA and the purchase of 129 EVs. The project aims to overcome barriers for LGAs when transitioning to EVs and moving towards achieving Australia's net zero emissions target by 2050.[29]

AVs also offer commuters additional transport options. However, careful planning is essential to ensure that these vehicles integrate seamlessly with existing transport modes and do not introduce new challenges. As cities adopt these emerging technologies, they have opportunities to promote and integrate sustainable travel options.

In partnership with the City of South Perth and supported by the State Government, the RAC Intellibus® was Australia's first driverless and electric vehicle to operate on public roads. The trial which also visited Geraldton and Busselton, provided more than 28,000 passengers the chance to experience the potential benefits of automated vehicle technology first-hand.[30]

References

[1] **United Nations Development Programme**, 2025 https://climatepromise.undp.org/news-and-stories/what-sustainable-transport-and-what-role-does-it-play-tackling-climate-change

[2] **Australian Bureau of Statistics**, 2021, City of Belmont: All persons QuickStats. https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA50490

[3] **City of Belmont**, Belmont on the Move: Integrated Movement Network Strategy, 2017. https://www.belmont.wa.gov.au/docs/ecm/belmont-on-the-move-integrated-movement-network-strategy, and Sustainable Transport Plan, 5 Year Plan 2019-2023 (Summary). https://www.belmont.wa.gov.au/docs/ecm/ordinary-council-meeting-23-june-2020-attachment-16

[4] **City of Belmont**, Our Plan for the Future: Strategic Community Plan 2024-2034.

[5] **City of Belmont - Catalyse**, MARKYT Community Scorecard, 2025. https://connect.belmont.wa.gov.au/scorecard

[6] **Australian Bureau of Statistics** (ABS) 2021 Census, Method of Travel to Work. https://profile.id.com.au/belmont/travel-to-work– figure excludes people who worked from home, did not travel to work or state their travel mode.

[7] **Local Emergency Management Arrangements** (LEMA) General Plan, 2025. https://www.belmont.wa.gov.au/docs/ecm/local-emergency-management-arrangements-(lema)-public-copy.pdf

[8] **DTMI**, Planning and Designing for Bike Riding in Western Australia: Shared and Separated Paths (accessed 10 June 2026).

[9] **METRONET**, Elevated stations and level crossing program (accessed 10 June 2026). https://www.metronet.wa.gov.au/projects/level-crossing-removal/stations

[10] **Road Safety Commission**, Driving Change – Road Safety Strategy 2020-2030.

[11] **Road Safety Commission**, Safe Speeds, 2022. https://www.wa.gov.au/organisation/road-safety-commission/safe-speeds

[12] **DTMI**, WA Cycling Network Hierarchy (accessed 10 June 2026). https://www.transport.wa.gov.au/active-transport/programs-initiatives/long-term-cycle-network

[13] **City of Belmont**, Streetscape Enhancement Strategy 2022-2027 (p14) https://connect.belmont.wa.gov.au/streetscape-enhancement-strategy

[14] **Barros van den Dool**, Walking & Cycling Innovation in Australia, 2018 (p17). https://barrosdool.com.au/wp-content/uploads/2018/04/BvD-Walking-Cycling-Innovation-web.pdf

[15] **Transport Victoria**, Pop-up bike lanes program (accessed 10 June 2026). https://transport.vic.gov.au/road-and-active-transport/active-transport/bicycles/pop-up-bike-lanes-program

[16] **City of Sydney**, Creating pop-up cycleways in Sydney (accessed 10 June 2026). https://www.cityofsydney.nsw.gov.au/building-new-infrastructure/creating-pop-up-cycleways-in-sydney

[17] **Government of Western Australia**, Our State Budget 2026/27 (accessed 10 June 2026). 2026-27 Budget Statements. Budget Paper No. 2 - Volume 2 (p545) and https://www.ourstatebudget.wa.gov.au/2026-27/transport.html

[18] **Government of Western Australia**, Media releases: Significant new funding commitments to save lives on WA roads, 24 April 2026. Funding boost for expansion of school road safety Program, 4 June 2026. https://www.wa.gov.au/government/media-statements

[19] **WALGA**, A new active transport fund has launched, 2024. https://walga.asn.au/media-and-resources/latest-news/a-new-active-transport-fund-has-launched

[20] **City of Belmont**, Local Area Traffic Studies. https://www.belmont.wa.gov.au/local-area-traffic-studies

[21] **City of Belmont**, Your Move Map, 2024. https://www.belmont.wa.gov.au/docs/ecm/belmont-your-move-maps-2024-print-and-web-versions

[22] **Transperth**, Bus Timetable, 2026. https://www.transperth.wa.gov.au/Timetables

[23] **Government of Western Australia**, Media release, public transport patronage, 2025. https://www.wa.gov.au/government/media-statements/Cook%20Labor%20Government/Public-transport-patronage-surges-to-near-record-levels-20250810

[24] **Government of Western Australia**, Government Calls on WA Industry to Design Perth's Newest Ferries, 2024. https://www.wa.gov.au/government/media-statements/Cook-Labor-Government/Government-calls-on-WA-industry-to-design-Perth%27s-newest-ferries--20240825

[25] **Cook, S., Stevenson, L., Aldred, R., Kendall, M., & Cohen, T.**, 2022. More than walking and cycling: What is 'active travel'? Transport Policy, 126, 151–161.https://www.sciencedirect.com/science/article/pii/S0967070X22002025

[26] **Climate Change Authority**, Opportunities to reduce light vehicle emissions in Australia (accessed 10 June 2026). https://www.climatechangeauthority.gov.au/reviews/light-vehicle-emissions-standards-australia/opportunities-reduce-light-vehicle-emissions

[27] **Western Australia Department of Water and Environmental Regulation**, Transitioning to electric vehicles (EVs), 2025. https://www.wa.gov.au/organisation/department-of-water-and-environmental-regulation/transitioning-electric-vehicles-evs

[28] **Government of Western Australia**, First locally-made electric bus charges into passenger services, 2024. https://www.wa.gov.au/government/media-statements/Cook-Labor-Government/First-locally-made-electric-bus-charges-into-passenger-services-20240907

[29] **Australian Government**, Australian Renewable Energy Agency (ARENA), Accelerating the local government transition to BEVs in Western Australia, 2025. https://arena.gov.au/projects/accelerating-the-local-government-transition-to-bevs-in-western-australia/

[30] **RAC**, Intellibus ® (accessed 10 June 2026. https://rac.com.au/about-rac/advocating-change/automated-vehicle-program/intellibus

[31]. **Main Roads WA.** Speed Zoning Policy and Application Guidelines. https://www.mainroads.wa.gov.au/globalassets/technical-commercial/technical-library/road-and-traffic-engineering/traffic-management/speed-zones/speed-zoning-policy-and-application-guidelines.pdf

Engagement Report

Sustainable Transport Strategy 2026-2031



Publication date: 01/09/26

Overview

The community engagement undertaken to inform development of the Sustainable Transport Strategy (STS) 2026-2031 is summarised in this report.

Stage 1 engagement exercise

In October 2024, the City of Belmont conducted a month-long community engagement program to gather feedback from residents and stakeholders. This feedback was invaluable in shaping the development of the STS. The strategy was also informed by community input received through the City's Strategic Community Plan, MARKYT® Scorecard data and a range of relevant strategic documents.

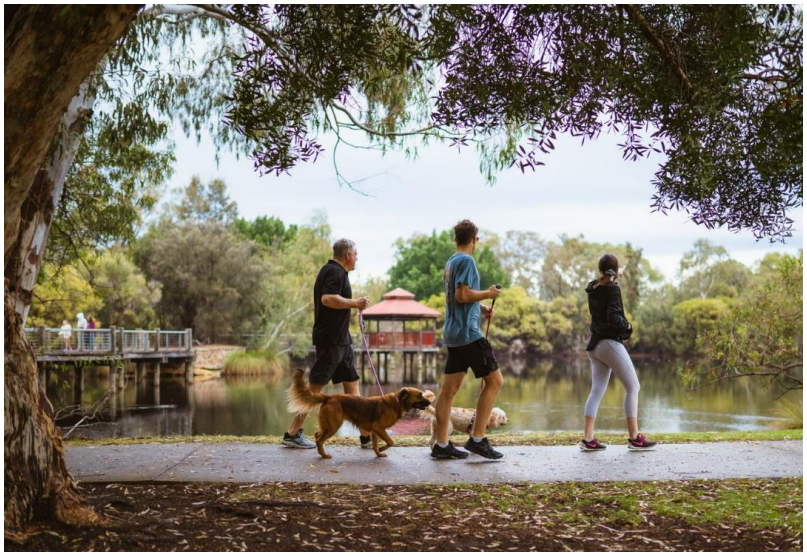
Stage 2 engagement exercise

The draft STS was advertised through Belmont Connect from 13 July to 16 August 2026, providing an opportunity to invite community feedback and close the loop with stakeholders and community members who contributed to its development.

Purpose

The purpose of the community engagement was to:

- keep the community and key stakeholders informed about the project, its various phases, and potential impacts;
- consult with the community to understand their ideas, priorities, and aspirations relating to sustainable transport within the City; and
- respond to stakeholder enquiries and provide regular project updates throughout the engagement process.



Methodology

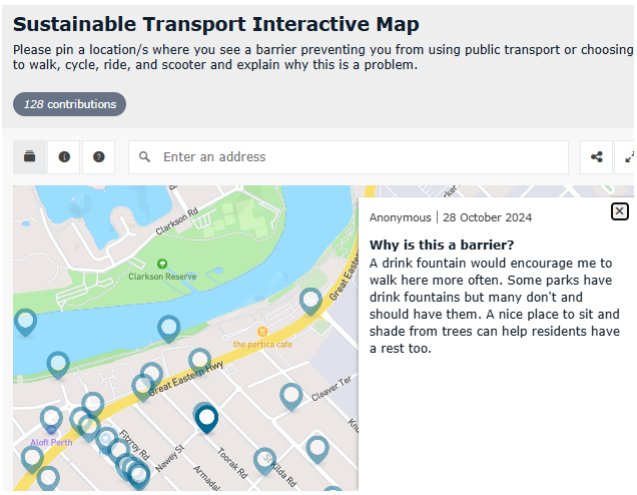
The community could share their thoughts and ideas via the City's *Belmont Connect* webpage, contacting the City or meeting with City staff in person at designated events or the City Centre.

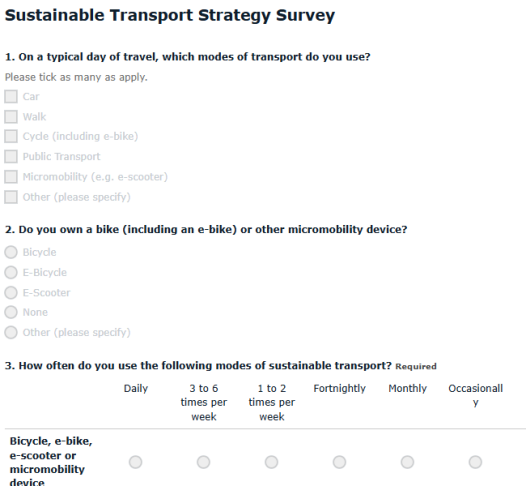
Belmont Connect

A dedicated webpage for the review and development of the STS was set up on the City's *Belmont Connect* platform.

For the first engagement exercise the page included:

- An **interactive mapping tool**, enabling users to place a pin at locations of interest and provide comments on specific issues, opportunities or suggestions.
- A **survey**, inviting participants to share how they walk, ride, wheel or use public transport within the City of Belmont and identify improvements they would like to see.





The results of the first engagement exercise were maintained on the project page after feedback closed and information provided on next steps in the process.

In-Person Engagement

Community members were able to engage in person with City staff by visiting the Civic Centre or attending a range of *MOVEtober* events. More information about *MOVEtober* is available on the City's website: City of Belmont MOVEtober Program

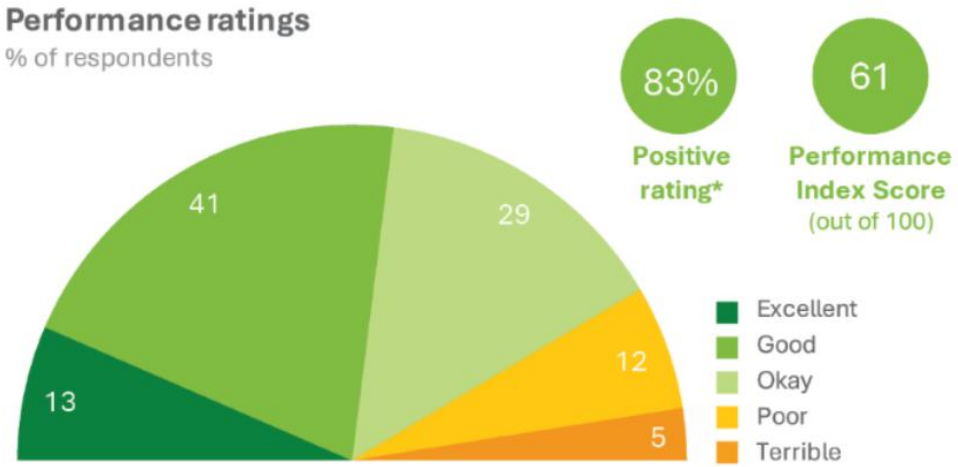
The City hosted a *Cycle through the City* event during October 2024, coinciding with both *MOVEtober* and *WA Bike Month*. The event provided participants with access to free bicycle registrations, bicycle safety checks, and guided rides throughout the City. The event presented an opportunity for community members to explore local cycling routes, learn about existing infrastructure, and provide feedback to inform the development of the Sustainable Transport Strategy.

Community Wellbeing Scorecard

The City of Belmont commissions independent research company CATALYSE® Pty Ltd to undertake annual MARKYT® Scorecards. MARKYT® data is used as a decision-support tool to inform planning, investment, service delivery, and community engagement relating to community wellbeing.

The use of an independent provider ensures confidentiality, reliability, and the ability to benchmark results against those of other Australian local governments.

The most recent MARKYT® Scorecards were undertaken in August 2025, with more than 1,400 residents completing the Community Scorecard and more than 800 residents participating in the Wellbeing Scorecard. Respondent profile below:





Excellent 100 ± 12.5 index pts
Good 75 ± 12.5 index pts
Okay 50 ± 12.5 index pts
Poor 25 ± 12.5 index pts
Terrible 0 ± 12.5 index pts

Suburb	
① Ascot / Ascot Waters	57
② Belmont	58
③ Cloverdale	62
④ Kewdale	66
⑤ Redcliffe	64
⑥ Rivervale / The Springs	59

Demographic variances
Performance index score

Gender	
Male	60
Female	63
Respondent age	
18-34* years	60
35-49 years	60
50-64 years	60
65+ years	64

Life stage	
Younger adult, no child	63
Baby/toddler (0-4)	61
Primary school (5-11)	55
High school (12-17)	57
Adult child at home (18+)	60
Older adult, no child	64
Home ownership	
Homeowner	61
Renting / other	60

Diversity	
Disability	56
Mainly speak LOTE	58
First Nations	43

Engagement Outcomes

During the first engagement exercise in 2024, the City had:

593 page visitors	199 surveys submitted
128 map contributions	145 files downloaded

Interactive Mapping Tool (Belmont Connect)

A total of 128 pins were submitted by 59 contributors through the mapping tool on Belmont Connect, identifying issues and opportunities across the City.

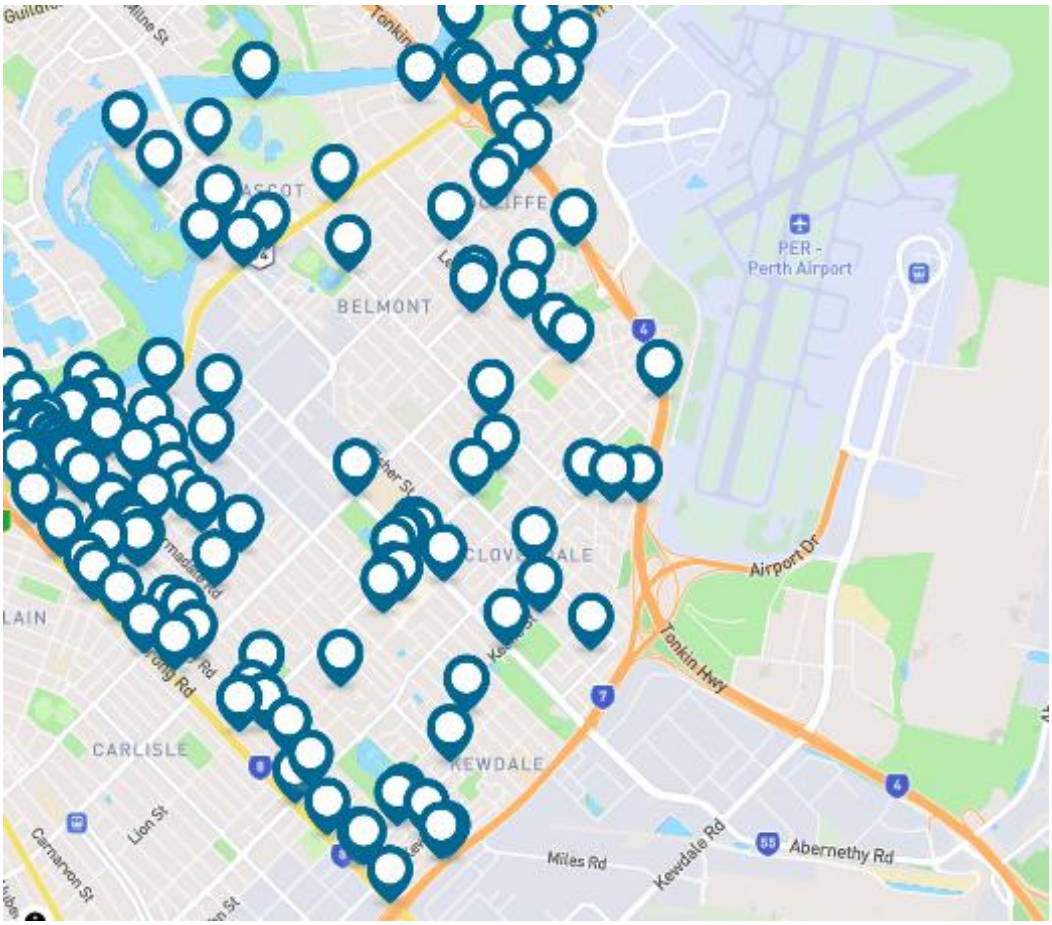


Figure 1 Locations where pins were submitted on interactive map

Of the comments received through the interactive mapping tool, 105 related to infrastructure or maintenance managed by the City of Belmont, while 23 related to infrastructure or maintenance under the responsibility of the State Government, predominantly Main Roads Western Australia. These are summarised by suburb in Table 1.

Table 1 Summary of responses by suburb

Suburb	Number of Responses	Local Issues	State Related
Kewdale	19	15	4
Rivervale	53	41	12
Cloverdale	21	20	1
Ascot	15	11	4
Belmont	8	8	0
Redcliffe	12	10	2
Total	128	105[1]	23

Location pins that identified issues related to both local and State Government responsibilities were classified as local issues, for the purposes of suburb analysis in Table 1.

The types of issues identified through the community responses were a primary consideration during the development of the Sustainable Transport Strategy and helped inform the Strategy's focus areas and key actions. The specific locations identified by respondents will, in turn, inform the prioritisation of projects and programs within the Implementation Plan, which is currently being developed as an internal document. Locations with multiple comments were likely to indicate a higher level of community concern and stronger support for improvements at these sites. Table 2 and Table 3 summarise the locations and issues relating to State Government and City of Belmont responsibilities, respectively.

Table 2 Issues identified on State roads through interactive mapping

Location	Suburb(s)	No. Responses	Key Issues Identified
Great Eastern Highway (GEH) multiple locations	Rivervale, Ascot, Belmont, Redcliffe	10	Difficult and unsafe pedestrian/cyclist crossings, requests for additional underpasses/bridges, long signal wait times, improved access to the Swan River.
Orrong Road multiple locations	Rivervale, Kewdale	8	Heavy traffic volumes, delays crossing, unsafe cycling conditions, poor connectivity across the corridor.
GEH Underpass (Surrey Road)	Rivervale	4	Safety concerns, antisocial behaviour, rubbish, lighting and requests for CCTV.
Tonkin Highway PSP / Footbridge	Redcliffe	3	Access issues, long ramps, requests for stairs, shade and better pedestrian connections.

[1] These include comments that raised issues that were a combination of local and State responsibility.

Leach Highway PSP	Kewdale	2	Principal Shared Path terminates, poor connectivity to Orrong Road and surrounding network.

Table 3 Local roads with issues identified

Location	Suburb(s)	No. Responses	Key Issues Identified
Kooyong Road	Rivervale	14	Safer crossings, lower vehicle speeds, improved cycle lanes, better streetscape, improved connectivity to shops and parks.
Surrey Road	Rivervale, Kewdale	8	Vehicle speeds, unsafe crossings at Wright, Alexander and Francisco Streets, school safety, active street priority.
Abernethy Road	Cloverdale	5	Pedestrian crossings, crossing times, cyclist safety and difficult crossings at Wright, Fulham and Keane Streets.
River Foreshore Path	Rivervale	5	Steep access ramps, narrow paths, missing links, bridge width, lighting and path upgrades.
President Street	Kewdale	4	Student safety, speeding vehicles, congestion around Australian Islamic College, parking issues.
Belmont Forum	Cloverdale	4	Bicycle theft, secure bicycle parking and personal safety.
Epsom Avenue	Belmont, Redcliffe	3	Vehicle speeds, cyclist safety, school crossings and need for wider road or bicycle facilities.
Wright Street	Kewdale, Cloverdale	3	Missing bicycle lanes, unsafe crossings and lack of physical protection for cyclists.
Stanton Road	Redcliffe	3	Missing footpath, cyclist safety, bus overtaking and path continuity.

Further information is provided in Appendix 1 – Public Comments on Interactive Map.

Survey Findings (Belmont Connect)

The survey comprised seven questions relating to sustainable transport, together with demographic questions covering age, gender and whether respondents lived, worked, studied or visited the City of Belmont. A total of 199 responses were received from 158 contributors. The survey results were analysed to identify key themes, which informed the Sustainable Transport Strategy with some of the most relevant findings summarised below.

Modes of Transport Used on a Typical Day

Survey participants were asked to identify the modes of transport they typically use on a usual day, with respondents able to select multiple options.

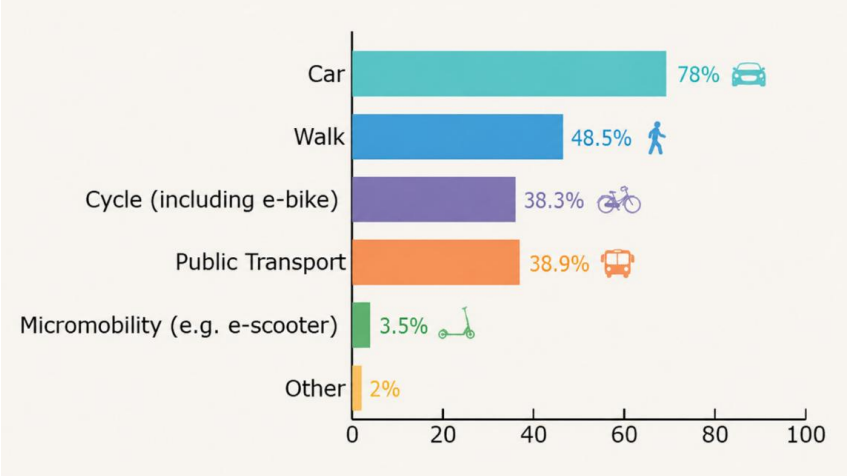


Figure 2 Respondents typical transport mode choice

The results indicate that private vehicle use remains the dominant mode of travel within the City, although a significant proportion of respondents also reported walking, cycling and using public transport as part of their daily travel patterns.

Level of Bike or Micromobility Device Ownership

Survey participants were asked whether they owned a bicycle, e-bicycle, e-scooter or other type of micromobility device, with respondents able to select multiple options.

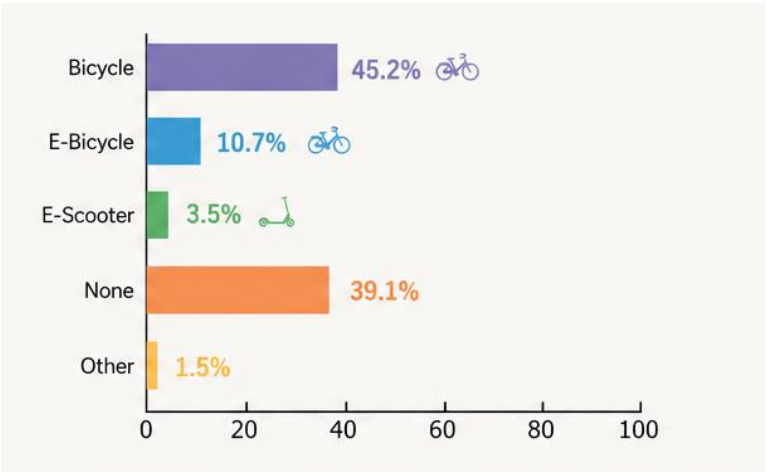


Figure 3 Respondents owning a bicycle or other micromobility device

Preferred Modes of Travel if all Barriers were Removed

Survey participants were asked which modes of travel they would prefer to use in an ideal scenario where all traffic, accessibility and safety barriers had been removed, with respondents able to select multiple options.

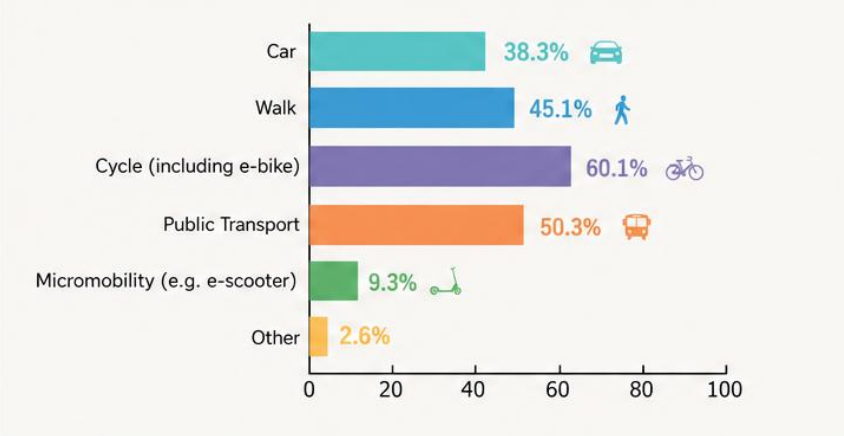


Figure 4 Mode of choice if all barriers were removed

What Might Encourage you to Ride/Cycle, or use a Micromobility Device more?

173 responded to what would encourage them to ride/cycle or use a micromobility device more. The responses demonstrate that respondents are most likely to cycle or use a micromobility device if:

1. **Safe, protected cycling infrastructure** is provided, separated from motor traffic.
2. **Routes are better connected**, direct and continuous between homes and destinations.
3. **Major roads are easier and safer to cross.**
4. **Secure bicycle parking** is available at destinations to reduce the risk of theft.
5. **Paths are well maintained, shaded and comfortable** to use.
6. **Personal safety** is improved through lighting, surveillance and reduced anti-social behaviour.

The responses indicate that improvements to infrastructure and personal safety are likely to have the greatest influence on increasing cycling and micromobility participation, with education and behaviour change initiatives acting as complementary measures. This also aligns well with best-practice active transport planning, where perceived safety and network connectivity are consistently identified as the strongest determinants of cycling uptake.

These findings emphasised the importance of developing a connected, safe and attractive network and informed the development of several key actions in the Sustainable Transport Strategy organised under three strategic focus areas—Infrastructure, Partnerships and Education—as shown in Table 4:

Table 4 Key actions to encourage people to ride/cycle or use a micromobility device more arising from the survey

Focus Area	Key Action	Responsible
Infrastructure	1.1 Improve accessibility and connectivity to educational institutions, community and City facilities, commercial and industrial precincts.	Manager Design, Assets & Development
	1.4 Install improved sustainable transport support infrastructure such as bike stations and end of trip facilities at key locations.	Manager Design, Assets & Development
	1.5 Expand local wayfinding signs to ease navigation for pedestrians, cyclists and public transport users within the City.	Manager Design, Assets & Development
	1.7 Adopt universal access design principles for infrastructure upgrades for all mobility users.	Coordinator Design
	1.8 Integrated streetscape enhancements such as green verges and street trees with existing and planned footpaths and cycle routes.	Manager Parks, Leisure and Environment
Partnerships	2.1 Investigate routes and areas for reduced speed limit implementation as an improved environment for safe active travel modes.	Manager Design, Assets & Development Traffic Engineering Officer
	2.2 Advocate to Main Roads WA to upgrade traffic signals for enhanced and safer pedestrian phases.	Manager Design, Assets & Development
	2.3 Advocate to State Government for inclusion of sustainable transport infrastructure with major network upgrades such as Orrong Road and Great Eastern Highway.	Director Infrastructure Services
	2.4 Advocate to PTA for improved accessibility and connectivity with the Perth metropolitan network, along with coordinated bus/train scheduling.	Director Infrastructure Services
Education	3.1 Deliver structured engagement programmes to raise awareness and educate the community on sustainable transport options and benefits.	Sustainable Transport Officer
	3.3 Active transport promotion to be held concurrently with scheduled City events, leveraging existing community, business and City activations.	Sustainable Transport Officer
	3.4 Work with DTMI and Road Safety Commission to promote road safety campaigns and programs for road users, including drivers, cyclists and-scooter riders.	Sustainable Transport Officer

Table 5 Summary of themes and common responses on barriers to cycling and micromobility use

Theme	Common responses from participants
Safer, separated cycling infrastructure	More protected bicycle lanes, physically separated paths, wider shared paths, dedicated micromobility facilities, fewer interactions with vehicle traffic, and safer intersections and road crossings.
Better connected cycling network	Continuous paths that connect key destinations, improved east–west links, better access to the Swan River, train stations, Belmont Forum, schools, shopping centres and the Perth CBD, and fewer gaps or dead ends in the network.
Improved crossings of major roads	Safer crossings of major roads such as Orrong Road, Great Eastern Highway and Leach Highway through bridges, underpasses, improved signals and priority crossings.
Improved personal safety and security	Better lighting along paths, CCTV, reduced crime and anti-social behaviour, and routes that feel safe to use during the day and at night.
Secure bicycle parking and end-of-trip facilities	More secure bicycle parking and lockers, improved end-of-trip facilities, and measures to reduce bicycle theft, particularly at shopping centres and activity centres.
Better path quality and maintenance	Wider and smoother paths, improved maintenance, removal of debris and overgrown vegetation, repairs to uneven surfaces and tree root damage, and better drainage.
Improved streetscapes and comfort	More street trees and shade, attractive routes, water fountains, repair stations, signage, maps and wayfinding to improve comfort and convenience.
Education, encouragement and support	Community cycling events, bicycle riding lessons, road user education, and encouraging friends and family to ride together.
Access to bicycles and e-bikes	Lower purchase costs, financial assistance to purchase bicycles or e-bikes, and greater access to micromobility devices.
Weather and personal circumstances	Some respondents indicated weather, age, health, family commitments or trip distances limited their ability to cycle regardless of infrastructure improvements. Others already cycle regularly and indicated no further encouragement was required.

What Might Encourage you to Take Public Transport more?

172 provided a response to what would encourage them to take public transport more. The responses indicate that the most significant factors influencing greater public transport use were:

1. **More frequent and reliable services.**
2. **Faster, more direct routes and better connections between destinations.**
3. **Lower fares or free public transport.**
4. **Improved personal safety and security.**
5. **Better access to stops and stations, including walking and cycling connections.**
6. **Improved passenger facilities and comfort.**

Table 6 Key actions to encourage people to take public transport more arising from the survey

Focus Area	Key Action	Responsible
Infrastructure	1.2 Improve accessibility and connectivity to public transport infrastructure – in conjunction with PTA.	Manager Design, Assets & Development
	1.6 Work with PTA to improve comfort and safety by upgrading bus stops with amenities such as seats, shelters and lighting, where suitable.	Manager Design, Assets & Development
Partnerships	2.4 Advocate to PTA for improved accessibility and connectivity with the Perth metropolitan network, along with coordinated bus/train scheduling	Director Infrastructure Services

Table 7 Summary of themes and common responses that would encourage greater public transport use

Theme	Common responses from participants
More frequent and reliable services	More frequent buses and trains, improved service reliability, buses running on time, extended evening services, and reduced waiting times between connections.
More direct routes and better connectivity	Faster, more direct routes to key destinations, improved east–west connections, better links between buses and train stations, improved access to employment areas, and services to destinations other than the Perth CBD.
Lower fares and free travel	Cheaper fares, expanded one-zone fares, free public transport, free travel for seniors, and free local shuttle or CAT bus services.
Improved personal safety and security	Increased security on buses and trains, reduced anti-social behaviour, improved lighting around bus stops and stations, and feeling safer while waiting for and using public transport.
Improved access to stops and stations	More bus stops closer to homes, better walking connections, safer pedestrian crossings, improved footpaths, and accessible routes for people with mobility impairments.
Better passenger facilities	More shelters, seating, weather protection, real-time information displays, improved lighting, bicycle parking, bicycle carriers on buses, and dedicated bicycle spaces on trains.

Improved integration and convenience	Better connections between bus and rail services, easier ticketing (including mobile payment), improved journey planning, and seamless transfers between services.
Additional public transport infrastructure	New rail or tram connections to Belmont, additional train stations, neighbourhood shuttle services, and expanded bus routes to underserved areas.
Current services already meet needs	Many respondents indicated they already use public transport regularly or were satisfied with the existing level of service. Others noted they preferred cycling or driving, or that public transport was not practical for their travel needs.

Since the engagement process took place in October 2024, the Government has significantly reduced fares have been introduced across the Transport metropolitan network, and there is indication that this had led to significant uptake in use.

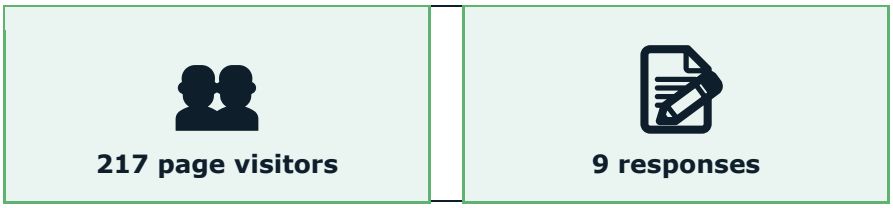
The responses highlight that increasing public transport use requires improvements to service provision, as well as the safety, accessibility and convenience of the overall journey.

Comments on the Draft Strategy

Community members were given the opportunity to review and comment on the Draft Sustainable Transport Strategy 2026-2031 via Belmont Connect from 13 July to 16 August 2026. This provided an opportunity for the City to close the loop with stakeholders and community members who contributed to its development, while also inviting broader community feedback.

Community members were able to read the draft strategy and the first version of this engagement report, and invited to ask questions, seek clarification or provide comments directly to the project team via belmont.belmont@belmont.wa.gov.au.

The Belmont Connect webpage received 351 visits from 217 visitors and 9 responses were received.



Feedback received were largely supportive of the direction of the strategy, and the City's endeavours to make walking, cycling and other sustainable modes safer for people of the City of Belmont.

Common feedback themes included:

1. Publishing of the Implementation Plan before endorsement

Response:

The purpose of the Strategy is to provide a strategic framework to guide the City. The Implementation Plan is an operational document that will be prepared following Council's endorsement of the Strategy.

2. Establishing performance measure baselines and targets

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these. The environment for sustainable transport is highly complex and depends on numerous factors that are often outside of the City's control. The 'Performance Measures' in the Strategy largely amount to benefits realisation targets that will be influenced by numerous factors outside of the actions the City undertakes under the Strategy – this includes the actions of the community itself.

The implementation plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these.

3. Budget and resourcing

Scheduling and resourcing of the Strategy actions will be undertaken in the development of the Implementation Plan. There are existing budgets for several actions – e.g. connectivity, bus stop amenity and education initiatives, but larger infrastructure projects will be subject to the City's overall project prioritisation process and availability of funding. City funding for such projects will need to be assessed in the broader context of the Long Term Financial Plan against other competing projects and priorities and will depend on State and/or Federal funding to support delivery.

4. Speed limit reduction (Action 2.1)

MRWA's draft 'Speed Zoning Policy' sets out the process for review of speed limits and the associated speed limit ranges that are applicable to each street environment. The relationship between impact vehicle speed and likelihood of fatalities is evidence-based and important in the context of considering locations where speed reductions would be considered appropriate in precinct areas.

5. Lack of detail around environmental outcomes

The City's Environment and Sustainability Strategy 2023-2033 addresses environmental outcomes in the City and is a supporting strategy to the STS. Provision of active transport facilities for new land developments and expanding the Electric Vehicle and micromobility charging network are key actions of the STS that provide a framework for this area.

6. Clearer separation between what the City will deliver and what it will advocate for

The Key Focus areas of 'Infrastructure' and 'Education' outline the actions where the City can take the lead, while the Key Focus area of 'Partnerships' outlines the advocacy actions.

This Engagement Report was updated with the results of this second engagement stage and any resulting amendments to the Strategy have been actioned.

Further information is provided in Appendix 2 – Comments on Draft Strategy.

Next Steps

The Strategy will be presented to Council for endorsement alongside this updated Engagement Report.

Once Council has endorsed the final Sustainable Transport Strategy 2026–2031, the City will also commence the development of an Implementation Plan as an internal working document to further investigate and translate the key actions identified in the Strategy into prioritised, deliverable projects and programs.

Some actions will be delivered through dedicated projects, while others will be incorporated into the City's ongoing operational programs and business activities.

Appendix 1 – Public Comments on Interactive Map

Map Results by Suburb

Kewdale

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
1.	Walking	**Road crossing** *President Street, Kewdale (between Jeffrey and McGill)* Students frequently cross the road during school start and end times. While a crossing point exists, drivers often exceed the speed limit and rarely stop or slow down during busy hours to allow safe crossing. Implementing manual traffic control or adding speed bumps before and after the crossing would enhance safety.	**Infrastructure** *Key action 1.1* Coordinating with Australian Islamic College (AIC) to improve parking and traffic management. Footpath and other road safety improvements to be considered in Implementation Plan. A formal crossing requires AIC to make application to the Children's Crossing Unit. **Partnerships** *Key action 2.4* To engage with PTA to improve bus timetable scheduling to AIC. **Education** *Key action 3.2* Education program to be considered in Implementation Plan to encourage students to change behaviour to sustainable transport.
2.	Public Transport	**School drop off time pile up** *President St & Orrong Road, Kewdale* There are too many cars that are trying to turn right into President Street going into the school which cause a long pile up of cars.	As per response to comment #1.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
3.	Cycling	**Heavy traffic** *President St & Orrong Road, Kewdale* This area is not suitable for bicycle riding due to heavy traffic and unavailability of cycling path.	As per response to comment #1. **Partnerships** *Key action 2.3* In addition, advocate for improvements to Orrong Road with Main Roads WA.
4.	Walking	**Parking on verge** *President Street, Kewdale (near McGill Street)* Vehicles are frequently parked here, including on the verge and footpath, which forces drivers to cross the pedestrian path, creating unsafe conditions for pedestrians, especially children. Parking signs are often ignored, so installing a camera and adding clear 'No Parking' or fine markings on the pavement would help enforce safety.	**Complete** Barriers installed between the path and Tomato Lake in 2026. **Operational Response** Matters relating to enforcement referred to *Rangers*.
5.	Public Transport	**Road marking** *Scott St & Acton Avenue, Kewdale* A clear stop line is needed here to signal drivers to halt before entering Acton Ave. This intersection experiences high traffic, especially during AIC start and end times. Drivers are confused about giveaway.	**Partnerships** *Key action 2.1* Review crash history and warrants for stop line at this intersection as part of Implementation Plan. **Education** *Key action 3.4* Campaigns to promote safe and courteous driving to be considered in the Implementation Plan.
6.	Cycling	**PSP ends** *Jeffrey Street & Leach Highway, Kewdale* Leach Hwy PSP does not connect to Orrong Road. Need to ride on the footpath or the road which has a lot of cars. Trying to cross Orrong Road is very hard, even if you go down to the lights they take very long to change for cyclists and pedestrians.	**Partnerships** *Key action 2.3* While completing this section is a priority, this is a State Government consideration. City to advocate for extension of the Principal Shared Path (PSP) and grade separated crossing of Orrong Road with Main Roads WA and

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
			Department of Transport and Major Infrastructure (DTMI).
7.	Cycling	**Bike only ends** *Jeffrey Street & Leach Highway, Kewdale* Leach highway bike path ends, which after a bit more dedicated bike path at tomato lake you then need to share a road with cars, trucks and busses, especially difficult when bike lanes end at every roundabout.	As per response to comment #6.
8.	Cycling	**Crossing Traffic** *Corser Street & Orrong Road, Kewdale* Traffic volume can create substantial delay in trying to cross at this crossing.	**Complete** Safety improvements at school warden crossing on Orrong Road at this location were made in 2024/25 to bring up to the new standard including 40km/h school zone speed limit. **Partnerships** *Key action 2.3* Advocate for improvements to Orrong Road with Main Roads WA.
9.	Cycling	**Dangerous intersection** *Oats Street & Orrong Road, Kewdale* The only people who cross this intersection on foot or bike are the brave and the stupid. High speed, impatient drivers, and slow light cycles make for a terrifying experience.	**Partnerships** *Key action 2.3* Advocate for improvements to Orrong Road with Main Roads WA, noting intersection was upgraded to provide set back to vehicles and a separate pedestrian phase for each carriageway in 2019/2020.
10.	Micromobility	**Road sign** *Jeffrey Street & Kew Street, Kewdale* Stop and give-way signs at this junction lack visibility, and the road surface markings need to be	**Infrastructure** *Key action 1.1* Intersection treated in 2018 to mitigate crash history and safety concerns. Line marking to be

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		clarified. The current markings appear more decorative than functional, often leaving drivers unsure of who has the right of way.	reviewed and potential treatment improvement to be considered in Implementation Plan.
11.	Walking	**Cars speeding** *Surrey Road, Kewdale (around Wright Street)* Cars regularly don't obey speed limits on Surrey Road around Carlisle primary school. Ironically parents dropping their own kids off in cars seem to be some of the worst offenders. A bit of enforcement by WAPOL would be nice.	**Partnerships** *Key action 2.1* Safe Active Street (SAS) Evaluation report prepared by DTMI. Police enforcement at the school has been requested. Driver behaviour to be monitored to determine if further action is required. **Education** *Key actions 3.2 and 3.4* Education campaign to encourage students to change behaviour to sustainable travel, and to promote safe and courteous driving to be considered in Implementation Plan.
12.	Cycling	**Busy road crossing** *Surrey Road & Wright Street, Kewdale* Busy 60kmh road crossing for 'safe active street.'	**Partnerships** *Key action 2.1* Areas will be investigated for reduced speeds, aligned with Activity Centre Planning Strategy (ACPS) for Wright Street Local Centre. **Infrastructure** *Key action 1.1* Crossing improvements considered in Implementation Plan. Formal children's crossing will require school to make application to the Children's Crossing Unit.
13.	Cycling	**No cycle lane** *Wright Street, Kewdale (Orrong to Surrey)*	**Partnerships** *Key action 2.1* As per response to comment #12. **Infrastructure** *Key action 1.1*

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		Cyclists are required to cycle on the footpath which may cause injury to pedestrians as they exit the shops and restaurants.	To investigate shared environment in accordance with ACPS in Implementation Plan. **Education** *Key action 3.4* Campaigns to promote safe and courteous behaviour to be considered in Implementation Plan in accordance with ACPS.
14.	Cycling	**Trees or powerlines** *Surrey Road, Kewdale (Mercury to Fulham)* Undergrounding the power along the bike boulevard would allow for tall deciduous trees. Nice and shady in summer, some warm sun in winter.	**Infrastructure** *Key action 1.8* Locations for underground power are prioritised by Western Power. Kewdale has been identified as a potential area along with parts of Cloverdale (refer to Network Renewal Map). Any subsequent tree planting will be considered in accordance with Streetscape Enhancement Strategy.
15.	Cycling	**Connect to shops** *Fulham Street, Kewdale (near St Kilda)* Would love to see Fulham st upgraded to be a bike boulevard so that there is safe connectivity between Surrey Road and Belmont forum.	**Infrastructure** *Key action 1.3* To be considered in Implementation Plan for potential as Green Route or Cycle Street as a secondary route on LTCN.
16.	Cycling	**No cycle-lane entrance** *Kooyong Road, Kewdale (Sydenham to Wright)* With cycle-lanes, there needs to be an on and off path when approaching intersections. Also, many cycle lane entrance and exits are poorly designed increasing the chances of injury as they are narrow or at a bad angle.	**Infrastructure** *Key action 1.3* Improvements to transitions between on-road cycle lanes and paths to be considered in Implementation Plan, prioritising routes on the LTCN.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
17.	Walking	**Town planning disaster** *Dixon Avenue, Kewdale (Keane to Scott)* Dixon Ave is a very narrow street, with narrow verges and no footpaths at all. Council has allowed multiple dwellings on redeveloped sites, with insufficient parking for the increased number of residents. The street and verges are often choked with parked cars, forcing walkers to navigate the roadway on the outside of vehicles. For parents with small children in pushchairs, dog walkers, wheelchair users and elderly with walking frames, this street is a potential deathtrap.	**Infrastructure** *Key action 1.8* New footpath to be considered in the Footpath Program as part of the Implementation Plan. **Partnerships** *Key action 2.5* Path provision for new developments to be considered.
18.	Cycling	**Street trees in bike lane** *Oats Street, Kewdale (Orrong to Surrey)* Need to keep these trees trimmed back.	**Operational Response** Matters relating to vegetation trimming referred to *Parks, Leisure and Environment*.
19.	Cycling	**Commonly overgrown vegetation** *Orrong Road, Kewdale* Tree branches and leaves regularly droop dangerously over bike routes and only seem to get trimmed once reported. Please monitor these and fix them before they're dangling below a child's eye level.	**Operational Response** Matters relating to vegetation trimming referred to *Parks, Leisure and Recreation*. Council relies on reports from residents to assist in maintaining public assets. Maintenance items can be reported through Council's website. Paths with known use around bus stops, parks, schools and commercial areas are prioritised.

All 19 responses received from Kewdale related to the residential area. 13 concerns (68%) were matters within the City's responsibility, while four related to State Government infrastructure or operations. A further two involved shared local and State Government responsibilities.

Rivervale

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
20.	Cycling	**Safer Crossing Opportunities** *Great Eastern Highway, Rivervale (near Acton Ave)* We need more overpasses or underpasses to provide accessibility for residents to cross GEH and get to the river.	**Partnerships** *Key action 2.3* Discussions with MRWA have commenced to assess the improvements identified within the endorsed Great Eastern Highway Urban Corridor Strategy. Potential crossing modification options will be developed for Main Road WA review as part of the Implementation Plan.
21.	Walking	**Lack of accessibility** *Great Eastern Highway, Rivervale (near Acton Ave)*	As per response to comment #20.
22.	Walking	**Request for Underpass** *Great Eastern Highway / Belmont Avenue, Rivervale* In mornings and afternoons, traffic is very busy and its's unpleasant and even (with traffic lights) difficult to cross the road here to get to the path at river and nearby river reserve. I used to walk/run a loop from surrey road underpass but it's chaotic these days with traffic so I've stopped going to that part of the river. If there was a pedestrian bridge or underpass near this point the river/parks nearby would be used more frequently by public.	As per response to comment #20.
23.	Walking	**Unable to cross** *Great Eastern Highway, Rivervale (near Toorak Rd)* An overpass or underpass is needed more frequently to allow walkers or cyclists more easily	As per response to comment #20.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		access the river at multiple locations along Great Eastern Hwy.	
24.	Walking	**Safety for crossing** *Great Eastern Highway, Rivervale (near Kooyong Rd)* People often jaywalking here because of the long cycle time and difficulty crossing at the signals. Making these signals a two-stage crossing along GEH plus installing fencing or median barrier will improve pedestrian safety	As per response to comment #20.
25.	Walking	**Crossing** *Great Eastern Highway / Kooyong Road, Rivervale* I think having this signal dwell on green for the pedestrian crossing on Kooyong would be great and not interfere with great eastern highway traffic	**Complete** Intersection upgraded by MRWA to provide staggered crossing. Crossing times in accordance with Australian Standards. **Partnerships** *Key action 2.2* City to continue monitoring performance of intersection and report outcomes to Main Roads WA.
26.	Walking	**Unsafe underpass** *Great Eastern Highway, Rivervale (Surrey Road underpass)* There is usually rubbish strewn about in the underpass - the lighting and mural are good, but perhaps this needs CCTV to discourage people from dumping rubbish or worse there. It's better than dodging cars across the highway, but not by much.	**Operational Response** Underpass is Main Roads asset which the City maintains. Matters referred to *Facilities* and *Community Safety and Crime Prevention* teams. Regular cleaning and community patrols are in place, and immediate action is not a priority at this stage.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
27.	Walking	**Underpass needs change** *Riversdale Road, Rivervale (Surrey Road underpass)* So many residents will not use the underpass, as it's dangerous, with no visibility, the ease of blocking the two ends, and antisocial behaviour. The City of Belmont will not add CCTV because there are not crime statistics, and do not understand there is no crime because none of us are using it. Dreadful situation, causing many people to cross six lanes of traffic on Great Eastern Highway, judging that's safer than using the underpass.	**Operational Response** As per response to comment #26.
28.	Cycling	**Rubbish and danger** *Springs Kitchen, 27 Rowe Avenue, Rivervale (Surrey Road underpass)* The under-highway tunnel is brilliant, however it's often dangerous and littered with rubbish. It's too dangerous to use alone at night. And moderately frightening throughout the daylight hours even with a friend.	**Operational Response** See response to comment #26.
29.	Cycling	**Underpass is dangerous** *8 Surrey Road, Rivervale (underpass)* Despite constant user comments about feeling unsafe in the underpass, the Council has previously ruled out CCTV in the underpass. As the comments here show, many of us will not use it when it's dark, as it's dangerous, and we know there's no coverage. Underpasses are very dangerous, for obvious reasons, and every possible	**Operational Response** See response to comment #26.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		measure needs to be in place for community safety.	
30.	Cycling	**Keep clear marking** *Surrey Road & Francisco St, Rivervale* This intersection needs some KEEP CLEAR marking on it. During peak hours traffic regularly backs up past here and drivers with IQ's less than their shoe size stop their cars blocking the intersection. (Surrey and Wright has the same issue)	**Infrastructure** *Key action 1.3* Crossing concerns will be reviewed in the Implementation Plan. **Partnerships** *Key action 2.1* Advocacy with DTMI and Main Roads WA to consider treatments to reduce operational speeds on streets intersecting with the SAS. Treatment to prevent vehicle stacking over the intersections will also be considered in Implementation Plan in accordance with Main Roads warrants criteria.
31.	Cycling	**Shared road** *Surrey Road & Francisco St, Rivervale* It's not a barrier, it's pretty good, and the decrease in speed it good. Why can't we have more of these? However there are some hairy places to cross, e.g. Francisco at peak hour.	As per response to comment #30.
32.	Cycling	**Busy road crossing** *Surrey Road & Alexander Rd, Rivervale* Busy 60kmh road crossing for 'safe active street.'	As per response to comment #30.
33.	Cycling	**Priority** *Surrey Road & Alexander Rd, Rivervale* Surrey Road should have priority over Alexander. i.e. Traffic on Alexander should have to stop.	**Infrastructure** *Key action 1.3* Alexander Road serves a through-traffic purpose and changing priority would need to consider broader network flow. Treatment to prevent

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
			vehicle stacking will be considered as part of the Implementation Plan.
34.	Cycling	**Busy road crossing** *Surrey Road & Francisco St, Rivervale (as well as Alexander Road and Wright Street)* The main 'active street' spanning the length of the suburb has 4 major road crossings where all car traffic has priority and the crossings are extremely busy. Cars travel at 60kmh on these roads crossing the 'safe active street'	As per response to comment #30.
35.	Cycling	**Unsafe to Cross** *Kooyong Road, Rivervale (near GEH and Eastgate)* Difficult to cross Kooyong to get to Eastgate. The traffic lights often go through multiple rounds before crossing signal comes on. Becoming unsafe to walk in the area after dark, needs activation at nighttime to attract more people and make area feel safer.	**Complete** Intersection upgraded by MRWA in late 2025 to provide staggered crossing. Crossing times in accordance with Australian Standards. **Infrastructure** *Key actions 1.1, 1.2 and 1.8* A footpath on the eastern side of Kooyong and road safety improvements to be considered as part of the Implementation Plan in conjunction with the Activity Centre Planning Strategy for Eastgate Neighbourhood Centre. Crest on Kooyong Road restricts sight distance to cross at the shops and bus stops. **Partnerships** *Key action 2.1* This will be considered for an area-wide treatment under the Low-Cost Urban Road Safety (LCURS) program in the Implementation Plan.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
36.	Walking	**No crossing at Kooyong** *Kooyong Road, Rivervale (GEH to Newey St)* Kooyong Road, at the Eastgate Centre, is nearly impossible to cross unless you go all the way to the lights, and with a multi-interchange, it can take ages.	As per response to comment #35.
37.	Walking	**Crossing the road** *Kooyong Road, Rivervale (near Newey)* With such high traffic along Kooyong Road, it can be quite difficult to cross the road, especially in this particular spot. Since there has been the school crossing added it has been a little helpful but it would have been better if a pedestrian crossing had of been added.	**Partnerships** *Key action 2.1* Warrants for a pedestrian zebra crossing unlikely to be met. Treatments to this location to be considered under the LCURS program, as per response to comment #35.
38.	Walking	**Crossing** *Kooyong Road, Rivervale (near Newey)* Difficult to cross here due to vehicle speeds. The school crossing is very helpful even when unmanned, however it would be improved with a raised "wombat" crossing to reduce vehicle speeds. Ultimately I think a roundabout is required at Newey St	As per response to comment #35.
39.	Walking	**Connectivity opportunity** *Kooyong Road, Rivervale (in general)* Kooyong Road should be upgraded to make it a point of connection for all residents in Rivervale. We need better accessibility into the Springs all the way to the Kooyong Shops. Why not a better footpath, cycle path, public art, landscaped verges	As per response to comments #20 and #35.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		and medians, more large trees? Currently the Springs area and Rivervale suburb is disconnected. We need better connectivity both ways.	
40.	Cycling	**Speed limit high** *Kooyong Road & Newey Street, Rivervale* This frequently used major street for cyclists has a high-speed limit for vehicles and no traffic calming measures at all. Cars pass at 60+kmh with no centre lines, no marked cycle lane, no islands. This is a very heavy traffic street.	As per response to comment #35.
41.	Cycling	**Topology** *Kooyong Road & Newey Street, Rivervale* Due to the hill, drivers may not have enough time to stop when crossing the road. An underpass here would assist walkers and cyclists to cross the road at this intersection.	**Partnerships** *Key action 2.1* As per response to comment #35. Note that an underpass will not be feasible, but improvements such as a raised intersection may be considered as part of the LCURS.
42.	Walking	**Crossing Kooyong** *Kooyong Road, Rivervale (Copley Park)* A wombat crossing / pedestrian refuge or maybe a slow point at Copley would be great for kids walking down to this park.	**Partnerships** *Key action 2.1* See response to comment #36 in relation to speed reduction. Safe access to Copley Park to be considered in the Implementation Plan as a potential Green Route.
43.	Walking	**Lack of crossing** *Kooyong Road, Rivervale (Copley Park)* Can a green network be created to assist locals to access Copley Park more easily?	See response to comment #42.
44.	Walking	**Hard to cross** *Kooyong Road & Francisco St, Rivervale*	**Partnerships** *Key action 2.1*

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		Difficult to cross with a pram due to high traffic, difficult visibility with traffic exiting roundabout, pedestrian refuge could be bigger. I would love to see the section of Kooyong Road at the shops a 40 zone.	See response to comment #36 in relation to speed reduction treatments on Kooyong Road. Improvements at this location will be implemented, aligned with ACPS for Kooyong Road Neighbourhood Centre.
45.	Walking	**Barrier needed for safety** *Kooyong Road & Francisco St, Rivervale* There is a childcare center at the corner. The roundabout is very busy during peak hour. It is matter of time accident happens here.	See responses to comments #36 and #44.
46.	Walking	**No Zebra crossings** *Kooyong Road & Francisco St, Rivervale* Please install Zebra crossings to allow locals to access the Kooyong shops safely.	See responses to comments #36 and #44.
47.	Walking	**Crossing Kooyong** *Kooyong Road, Rivervale (Francisco to Gerring)* Keep the pedestrian refuges and consider 40kmph in shopping zone for Kooyong.	See responses to comments #36 and #44.
48.	Cycling	**Site redevelopment** *Kooyong Road, Rivervale (related to GEH near Surrey Road)* I am very concerned that the Council is open to considering a massive redevelopment on GEH, with access from Surrey Road, when this is a dedicated cycleway.	**Partnerships** *Key action 2.5* Active transport to be considered as part of redevelopment projects on GEH. This area is Development Area 11, The Springs, at the western gateway to the City of Belmont
49.	Cycling	**Better connectivity** *Orrong Road & Barry Street, Rivervale*	**Partnerships** *Key action 2.3* City to continue advocating to Main Roads WA for improvements to Orrong Road.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		Better connectivity is needed to cross Orrong Road so that people can travel into Vic Park or the City for work.	
50.	Cycling	**Red light runners** *Orrong Road & Francisco St, Rivervale* I frequently cross this intersection from West to East. Cars turning right from Francisco to Orrong road North bound run the red light pretty much every cycle in the mornings. This results in them speeding through the pedestrian green light cycle.	**Partnerships** *Key action 2.3* City to continue advocating to Main Roads WA for improvements to this intersection of Orrong Road. Area monitored by cameras and matter to be referred to WA Police.
51.	Cycling	**Orrong is busy** *Orrong Road, Lathlain (Francisco to Campbell)* So complex to navigate crossing Orrong at a suitable point, and the alternative is riding on footpaths, which is inherently dangerous.	As per response to comment #49.
52.	Cycling	**Orrong traffic** *Orrong Road & Campbell St, Rivervale* A cyclist cannot safely ride on Orrong, which pushes them to a footpath, or a side street, and many do not connect through.	**Partnerships** *Key action 2.3* Surrey Road has been developed as an alternative route to Orrong Road. City to continue advocating to Main Roads WA for improvements to Orrong Road.
53.	Walking	**Amount of traffic** *Orrong Road & Roberts Road, Rivervale* I appreciate Orrong Road is a major thoroughfare but whether walking or cycling I can experience significant delays getting across.	As per response to comment #49.
54.	Cycling	**Surrey to Roberts** *Surrey Road & Roberts Road, Rivervale (related to Orrong Road crossing)*	As per response to comment #49. Note that Town of Victoria Park implemented a no right turn

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		If you are riding on Surrey - a dedicated cycleway, and need get to Roberts, to become Kent then Miller, you have to try and find a way to cross Orrong, and the only remotely safe way is on the western side, then you need to cross again. There's no slip path for cycles crossing Orrong, so you need to get off your bike to get on and then off the median strip. The traffic is too intense to do this safely.	treatment at the intersection of Roberts Road in 2023.
55.	Walking	**Footpath too narrow** *Newey Street & Gladstone Rd, Rivervale (St Augustine's)* Consider adding wheel stops to car parking bays to avoid car bumpers overhanging into and blocking the footpath.	**Infrastructure** *Key action 1.7* Wheel stops and infrastructure improvements to be considered to make area pedestrian friendly in conjunction with St Augustine's Primary School and Catholic Church. To be developed as part of LCURS.
56.	Walking	**Pedestrian welfare** *Cleaver Terrace, Rivervale (Acton to Knutsford)* The wide footpath along Cleaver Terrace is great but the lack of large and tall street trees makes it unbearable to walk along during the warmer half of the year. The verges are large here and should be able to accommodate large trees to provide the necessary shade.	**Operational Response** Matters relating to tree planting referred to *Parks, Leisure and Environment*.
57.	Cycling	**Stark streetscape** *St Kilda Road, Rivervale (Francisco to Campbell)* I cycle up and down St Kilda Rd. So many verges are missing street trees or they are stunted. We	**Operational Response** Matters relating to tree planting referred to *Parks, Leisure and Environment*.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		need more trees or faulty ones replaced along this street to make it a pleasant ride in summer.	
58.	Walking	**Lack of facilities** *St Kilda Road (Campbell St Reserve), Rivervale* This park needs more trees, landscaping, a few benches, a drinking fountain and maybe a bicycle repair station. A great position near a school and homes but is currently a wasted opportunity. Energise this area now. Encourage us to walk and bike by giving us the facilities we expect.	**Operational Response** Matters relating to park amenity upgrades referred to *Parks, Leisure and Environment*. Upgrades to the City's parks and reserves' amenities and facilities are prioritised based on demand. **Infrastructure** *Key action 1.4* Bicycle repair stations will be considered as part of park upgrades across the City, prioritised based on demand and routes on the LTCN.
59.	Walking	**No water fountain** *Toorak Road & Newey Street, Rivervale* A drink fountain would encourage me to walk here more often. Some parks have drink fountains, but many don't and should have them. A nice place to sit and shade from trees can help residents have a rest too.	**Operational Response** Matters relating to park amenity upgrades referred to *Parks, Leisure and Environment*.
60.	Cycling	**Wasted opportunity** *Toorak Road & Newey Street, Rivervale* This park is a wasted opportunity, it has no trees and not connected to the footpath network. Maybe a bicycle repair node could be a good addition to activate this park?	**Operational Response** Matters relating to park amenity upgrades referred to *Parks, Leisure and Environment*. **Infrastructure** *Key action 1.4* Bicycle repair stations will be considered as part of park upgrades across the City, prioritised based on demand and routes on the LTCN.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
61.	Walking	**Too sunny** *Acton Avenue, Rivervale (Cleaver to Francisco)* Could more street trees be planted both sides of Acton Ave to make it safer for pedestrians to walk during the warmer months?	**Operational Response** Matters relating to park amenity upgrades referred to *Parks, Leisure and Environment*.
62.	Walking	**Too sunny** *Chamberlain Road, Rivervale (Toorak to St Kilda)* Could more street trees be planted both sides of Chamberlain Rd to make it safer for pedestrians to walk during the warmer months?	As per response to comment #61
63.	Walking	**Too sunny** *Francisco Street, Rivervale (St Kilda to Acton)* Could more street trees be planted both sides of Francisco St to make it safer for pedestrians to walk and cyclists to ride during the warmer months?	As per response to comment #61
64.	Walking	**Ugly surroundings** *Francisco Street, Rivervale (Knutsford to Belmont Ave)* Walkers need nicer streetscape in the business area to encourage lunch time walks and to visit other businesses. Right now it is hot, and unpleasant to visit. Underground power here would help too.	As per response to #61 Locations for underground power are prioritised by Western Power (refer to Network Renewal Map).
65.	Walking	**Lack of Parks** *Armadale Road & Roberts Road, Rivervale* The lack of parks makes it difficult to choose walking as a transport method. Most people here	**Infrastructure** *Key action 1.1* The City's parks and reserves are generally within walking or cycling distance from residential areas. Missing gaps and opportunities to develop a

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		take the car when if we had a park or parks nearby would choose to walk instead.	Green Routes connecting residents to parks will be considered in the Implementation Plan.
66.	Cycling	**Steep grade** *Brighton Road, Rivervale (river foreshore path)* The cycle ramp it's very steep with no flat bits. It makes it hard to access the river path on a bicycle or wheelchair. It could be reconstructed with a shallower grade or with flat bits for resting.	**Infrastructure** *Key action 1.1* Potential upgrades to the river foreshore path will be considered in the Implementation Plan, subject to external funding availability and project feasibility.
67.	Walking	**Unsafe** *Rivervale Riverfront area* The whole Rivervale riverfront needs to be cleaned up. The weeds are out of control and rubbish everywhere, including needle sticks. Landscaping and path lighting at night would go a long way to push away the riff raff that go here at night and activate the area for locals who use this path both night and day. A clean-up would probably encourage greater usage and push out the riff raff without the need for Police le. Promote this area as a great location for walking after the clean-up to raise awareness of this spot.	**Operational response** Matters relating to community safety referred to *Community Safety and Crime Prevention* team.
68.	Cycling	**Theft risk** *Gerring Court, Rivervale* There's no way I'd leave my bike or scooter at either Eastgate or Kooyong shops, theft is a huge issue.	**Operational response** Matters relating to community safety referred to *Community Safety and Crime Prevention* team. City actively promotes bike registration and provides free D-locks to help improve security.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
			Completed Bike parking installed in multiple locations in Wilson Park within CCTV and social surveillance area. **Infrastructure** *Key action 1.4* Bike parking at Eastgate shopping centre to be considered in Implementation Plan, aligned with ACPS for Eastgate Neighbourhood Centre.
69.	Cycling	**Theft and damage** *Kooyong Road, Rivervale (Rivervale IGA)* You can't go to the IGA and expect to find your bike outside, no matter how many council locks etc you have on it. You need to take at least two other people to hold your bike and defend it against would be thieves.	As per response to comment #68.
70.	Walking	**Bins left out** *Francisco Street, Rivervale (Armadale to Toorak)* Fines should be given to anyone who leaves their bins out after collection day. Bins are an obstruction for walkers and cyclists and creates blind spots for drivers who may crash into unsupervised kids.	**Operational response** Matters relating to waste have been referred to the *Waste* team. Refer to City's Waste and Recycling Guide at our website.
71.	Cycling	**Tiny wayfinding signs** *Esther Street & Acton Avenue, Rivervale* This sign has text so small it can only be read from the footpath beneath it. Is this supposed to be helpful for wayfinding?	**Infrastructure** *Key action 1.5* Existing route signs referenced have now been superseded. To be removed and replaced with new wayfinding as part of the Implementation Plan.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
72.	Cycling	**It's not just Belmont** *Orrong Road & Alexander Road, Rivervale (referencing neighbouring Council areas)* This map considers only travel within Belmont, 99% of us on bikes are leaving the area, so doing this in isolation from other LGAs is fundamentally flawed.	Intent of the mapping tool exercise was for infrastructure gaps or barriers to be highlighted for the City to seek to address within its boundaries. Collaboration with neighbouring local governments on broader connectivity issues will continue, specifically to ensure route connectivity on the LTCN across borders.

Rivervale had the highest number of responses, with 53 out of 128 responses (41.4%) received for this suburb. 36 of the responses for Rivervale (68%) were matters within the City's responsibility, while 11 related to State Government infrastructure or operations. A further six involved shared local and State Government responsibilities.

Cloverdale

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
73.	Cycling	**Difficult to cross** *Abernethy Rd & Wright Street, Cloverdale* Having to cross 3 lanes of carpark traffic on bike or foot is dodgy	**Partnerships** *Key action 2.2* Continue advocating to Main Roads WA for improvements to the traffic signals at this intersection for pedestrian crossing standards to be upheld (including lanterns).
74.	Cycling	**Traffic lights** *Abernethy Rd & Wright Street, Cloverdale* There is no pedestrian crossing facility at this very busy intersection. Cars don't give way to pedestrians or cyclists. How a pedestrian hasn't been killed or injured is a miracle. MRWA supposedly refuses to upgrade this intersection and the council has fobbed me off when I complained.	As per response to comment #73.
75.	Walking	**No pedestrian phases** *Abernethy Rd & Wright Street, Cloverdale* Every time I cross, some cars have a green light to turn through my path - I have been nearly hit several times, and there aren't even any pedestrian lights.	As per response to comment #73.
76.	Walking	**Short Crossing timing** *Abernethy Rd & Fulham Street, Cloverdale* I'm 17 and tall, I walk fast. If you were an elder or disabled, I couldn't imagine having enough time to cross.	**Infrastructure** *Key action 1.1* Traffic signals at the intersection of Abernethy Road and Fulham Street will be upgraded as outlined in the Abernethy Road Traffic Study. **Partnerships** Key action 2.2

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
			Advocate to Main Roads to increase phasing time to provide priority to pedestrians.
77.	Walking	**No footpath** *Abernethy Rd & Keane St, Cloverdale* It's dangerous to cross Abernethy Rd (crossing from Keane St) as there are too many fastmoving vehicles on both sides. There are no traffic lights, foot path or pedestrian lane. I would have wanted to walk going to Forster Park in the afternoons but crossing the road prohibits me from doing that.	**Infrastructure** *Key action 1.1* The Abernethy Road and Keane Street intersection will be upgraded to a roundabout as outlined in the Abernethy Road Traffic Study. Footpaths and pedestrian crossing points will be incorporated into the planned road modifications. To note that a signalised pedestrian crossing will be installed at Abernethy Road and Scott Street as part of the Abernethy Road upgrade.
78.	Walking	**Hard to cross** *Belgravia Street, Cloverdale (Belgravia Local Centre)* Zebra crossings would be helpful for crossing the road more safely at the shops. We also need more street trees in the three blocks around the shops to encourage walking.	**Partnerships** *Key action 2.1* This will be considered for an area-wide treatment under the Low-Cost Urban Road Safety (LCURS) program in the Implementation Plan. Warrants for zebra crossing at this location will be considered.
79.	Public Transport	**Not often enough** *Mcglinn Way & Peacock Street, Cloverdale* The bus towards Redcliffe station in the morning doesn't run as often as the bus to the city. So it leads me to drive more rather than take the public transport as I'm not sitting on the bus for an hour to get into the city	**Partnerships** *Key action 2.4* The City will continue to advocate for improvements to public transport, specifically in the area mentioned.
80.	Walking	**Safety risk** *Trink Street, Cloverdale (Scott to Kew)* There are no footpaths in some streets. Increases safety risk by needing to walk on road	**Infrastructure** *Key action 1.1* New footpaths to be considered for inclusion in the Footpath Program in Implementation Plan.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
81.	Cycling	**regular close passing** *Wright Street & Daly Street, Cloverdale* Cars, trucks and buses regularly drive far too close to cyclists along Wright Street, due to narrow bike lanes, lack of physical protection, and median trees that encourage drivers to drive away from the centre.	**Infrastructure** *Key action 1.1* Path upgrade proposed on western side to 2.5m. To widen or add protection the on-road cycle lane would impact traffic lane and/or the median trees. Paths on both sides of road provide alternative.
82.	Cycling	**cycling pinch point** *Wright Street & Belgravia Street, Cloverdale* Being forced to merge into traffic here or to mount the curb, stop to cross, then stop to re-enter the bike lane is unsafe. The value in cycling is in maintaining momentum for efficient movement.	**Infrastructure** *Key action 1.3* Improvements to transitions between on-road cycle lanes and paths to be considered in Implementation Plan, prioritising routes on the LTCN.
83.	Walking	**Speed** *Hardey Road & Sydenham Road, Cloverdale* This is meant to be a 50km area, but cars don't obey this. The refuge island is not wide enough and needs a barrier. Perhaps additional street calming	**Partnerships** *Key action 2.1* This will be considered for an area-wide treatment under the Low-Cost Urban Road Safety (LCURS) program in the Implementation Plan. **Infrastructure** *Key action 1.7* Intersection to be reviewed and the potential treatments considered as part of the Implementation Plan.
84.	Walking	**Speeding drivers** *Epsom Avenue & Orpington St, Cloverdale / Redcliffe* There are often cars speeding through this area. It is a 50km / hour zone but this is rarely observed. Many drivers including the police use Orpington and Epsom as a shortcut and go over the speed	**Partnerships** *Key action 2.1* This will be considered for an area-wide treatment under the Low-Cost Urban Road Safety (LCURS) program in the Implementation Plan. **Infrastructure** *Key action 1.1*

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		limit on both of these roads. I have seen high spped police chases along this route several times. Kids are unsafe walking to school along this part of the road. To walk in the shade means walking along the side of the street opposite Belmay school and then crossing Epsom Ave, there is no safe place to cross Epsom and school kids have to navigate traffic.	Improvements to crossing safety for Belmay Primary School to be considered as part of the Implementation Plan.
85.	Walking	**Too hot** *Keane Street, Cloverdale (Fisher to Trink)* We need more street trees along Keane Street to support walkability to Forster Park. The footpath gets so hot in summer which makes it unpleasant for walkers and a danger to dogs.	**Infrastructure** *Key action 1.8* The City planted multiple new trees along Keane Street in 2025 in winter.
86.	Cycling	**Security** *Belmont Forum, Cloverdale* Have already had an eBike stolen from the Forum.	**Operational response** Matters relating to community safety referred to *Community Safety and Crime Prevention* team. To note Belmont Forum has installed five Bikeep secure bike parking and charging stations, and their data indicates that these are effective in maintaining security. City actively promotes bike registration and provides free D-locks to help improve security.
87.	Cycling	**Crime** *Sports Power, 222 Belmont Avenue, Cloverdale (Belmont Forum)* My bike will be stolen while I shop	As per response to comment #86.
88.	Cycling	**Theft and damage** *EB Games, Shop 9, 227 Belmont Ave, Cloverdale (Belmont Forum)*	As per response to comment #86.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
89.	Cycling	**Secure bike parking** *Liquorland, Shop 30 Belmont Forum Shopping Centre, Cloverdale*	As per response to comment #86.
90.	Public Transport	**Safety** *Hoskin Street & Powell Street, Cloverdale* The whole area is unsafe. We have been threatened on trains and buses when we use them. My son used to use the bus to travel to school (Notre Dam school) from Redcliffe station he was bullied and threatened. My husband used to ride his bike to the gym (Belmont Oasis) his bike was stolen while at the gym. I don't feel safe at Belmont Forum. I won't go there unless my husband is with me. I have had a bag of goods stolen from my trolly while I was walking from Big W to Coles. If I shop by myself now I shop either Coventry Village or North Bridge. When we settled here in 2016 I loved the area and felt safe now I don't. Just last year there was a spate of a horrible man who exposed himself to women as they walk along the river it took months before he was removed by police. Crime is a real issue here and if you want residents to use public transport or cycle or walk make it safe to do so.	**Operational response** Matters relating to community safety referred to *Community Safety and Crime Prevention* team.
91.	Cycling	**Pedestrian safety** *Wright Street, Cloverdale (Civic Centre to Belmont Forum)* Need a pedestrian crossing between the civic centre precinct, bus stops and the Forum.	**Completed** Zebra crossing installed at this location in November 2025.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
92.	Walking	**slow hazardous crossing** *Wright Street, Cloverdale (Civic Centre to Belmont Forum)* I often wait for a dozen or more cars before crossing here and see elderly people having a worse time. People travelling by bus also have to deal with this. Very few drivers do 40k here.	As per response to comment #91.
93.	Cycling	**Paths poor** *Tonkin Highway, Cloverdale* Good bike paths need regular maintenance.	Noted. Recommend reporting maintenance of State's Principal Shared Path (PSP) network direct to Main Roads WA through their website (report an issue).

Ascot

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
94.	Cycling	**Traffic** *Great Eastern Highway & Daly Street, Ascot* 6 lanes of traffic to cross, no underpass or overpass along GEH	As per response to comment #20.
95.	Walking	**Terrifying crossing** *Great Eastern Highway & Keymer Street, Ascot* I'd like to get across and get to the river, but enormous volumes of fast-moving traffic are a major deterrent.	As per response to comment #20.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
96.	Walking	**Long Detour** *Great Eastern Highway, Ascot (length of GEH)* Crossing south to north, there is a very long barrier to accessing this underpass. There are only 2 underpasses along the whole of GEH, and this one requires lots of deviating by 700 metres to get across!	As per response to comment #20.
97.	Walking	**Longer walk/cycle** *Great Eastern Highway & Tonkin Highway, Ascot* You have a very long walk to get to the other side of great eastern hwy. You need to walk south along Tonkin to the footbridge, walk the circular access onto the footbridge, then walk/cycle through or around the park to get up to the other side of Tonkin or to access the tunnel to go under great eastern hwy.	**Infrastructure** *Key action 1.5* Interchange was upgraded in 2024. Alternative routes should be considered. To review wayfinding requirements for movements at this interchange as part of the Implementation Plan.
98.	Cycling	**Cycle path here** *Samphire to Grandstand, Ascot* Cycle path would be great here as this is the one obstruction around the whole swan river where there is no path or bike track	**Infrastructure** *Key action 1.3* This area is under control of State Government (WAPC and DPLH) and not on the LTCN. To review priority for path at this location and potential constraints as part of Implementation Plan. All changes to LTCN will need to be in consultation with and then approved by DTMI.
99.	Cycling	**Lack of infrastructure** *Marina Drive & The Boardwalk, Ascot* There is a lack of safe, separated bike paths (paint on GEH is not adequate). This is a major reason as to why many do not cycle. The infrastructure is	**Completed** A section of the shared path on the eastern side of the Boardwalk was upgraded in 2024/25.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		also not dense enough and places too much emphasis on cars. Residential streets should be designed in such a way that they are accessible. Also, adequate routes to allow people to conduct their business without needing a car	Upgrades to the Ascot Waters car park and adjacent footpaths will be timed with Belmont Trust Land masterplan. https://connect.belmont.wa.gov.au/belmont-trust
100.	Micromobility	**No bike path** *Matheson Road, Ascot* There appears to be no footpath or bike path in this area/street. As it is a connector to the Tonkin Highway PSP and had a temporary footpath but that has now been removed and there is now nothing there.	**Infrastructure** *Key action 1.1* New footpaths to be considered for inclusion in the Footpath Program in Implementation Plan, with consideration to the requirements and potential impacts on the Stables precinct.
101.	Micromobility	**Non-local traffic** *Lilian Grove, Ascot* Non-local traffic using Lilian Grove and Hay Rd to bypass / avoid Fauntleroy Ave traffic lights at excessive speed endangering local residents / children and cars on our narrow streets.	**Partnerships** *Key action 2.1* This will be considered for an area-wide treatment under the Low-Cost Urban Road Safety (LCURS) program in the Implementation Plan.
102.	Cycling	**Extremely narrow path** *Path behind Ascot Racecourse, Ascot* Anyone passing each other here has to negotiate a careful pause and shuffle. Despite the lovely riverside location, this is an unpleasant route.	**Infrastructure** *Key action 1.1* Existing path behind Ascot Racecourse is constrained. Upgrades for paths on river foreshore will be considered in Implementation Plan, subject to feasibility and external funding availability. **Education** *Key action 3.4* Educational signage considered as part of Implementation Plan.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
103.	Cycling	**Paths are too narrow** *Resolution Drive, Ascot (referencing river foreshore path)* Shared paths need to be wider along the river for walking, cycling and scooters to ensure the safety of all users. Some sections are too narrow and pose a hazard.	**Infrastructure** *Key action 1.1* Upgrades for section of river foreshore path from Ascot Waters to The Springs will be considered in Implementation Plan, subject to feasibility and external funding availability. **Education** *Key action 3.4* Educational signage considered as part of Implementation Plan.
104.	Cycling	**Inadequate pathways** *Grandstand Road, Ascot* Pathways inadequate either too narrow or require to cycle on shared path	As per response to comment #103.
105.	Walking	**Bridge / path too narrow** *Boulder Avenue, Ascot (River foreshore path & bridge in Ayres Bushland)* Cyclists do not give way to pedestrians on this path. My wife and I stand on the edge of the bridge (off the path) to allow for more room for these knuckleheads to pass. I don't think they are aware this is a principal shared path and the more vulnerable users, pedestrians have the right of way. Perhaps a couple of simple signs stating "Cyclists Give Way To Pedestrians" and, at the bridge "Cyclists Dismount" may solve the issue.	**Education** *Key action 3.4* Cyclist dismount signage is not supported, as it can contribute to conflict between path users and will be difficult to enforce. Therefore, signage to encourage appropriate user behaviour will be considered as part of the Implementation Plan**.**
106.	Cycling	**No decent pathway** *Bulong Avenue, Ascot north of GEH* Not a pleasant or safe region to ride or walk	**Infrastructure** Key action 1.1 New footpaths to be considered for inclusion in the Footpath Program in Implementation Plan.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
107.	Public Transport	**Bus to city** *Waterway Crescent, Ascot (near Freshwater Park)* Direct bus stop to city without having to get on and off connecting buses & face delays & bad weather	**Partnerships** *Key action 2.4* The City will continue to advocate for improvements to public transport, specifically in the area mentioned.
108.	Cycling	**Safety and security** *Coolgardie Avenue, Ascot* Safety and security are the barriers stopping us enjoy the greener ways to travel. Cycling, I used to ride to the gym (Belmont Oasis) I had my bike stolen which was locked while I was working out. Public Transport, We got our son to ride on public transport to school (Notre Dame) from Redcliffe station, he was bullied on the bus had his bag taken and gone through so we stopped using that I now drive him to and from. Riding his bike is out of the question with the criminal element that hangs around Belvidere area, it is not safe for him. We have been abused and threatened when using public transport to go into the city to events at Optus Stadium and to see the fireworks and Christmas lights in the city. My wife has had a bag of goods stolen from her trolley while she was walking from Big W to Coles at Belmont Forum. We now shop either at Coventry Village or North Bridge. Belmont is a last resort for us now. Every time we go there there is some sort of yelling or criminal behaviour happening at the centre. You want us to start to use the facilities provided	**Operational response** Matters relating to community safety referred to *Community Safety and Crime Prevention* team.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		in Belmont get a handle on the crime and the criminals that seem to have taken over the area. There has been a marked decline in feeling safe in the area as a whole since we moved here in 2016. My wife was even exposed to by some degenerate while she was walking our dog along the river at Garvey Park. Which had turned in a camping ground it seems with human waste left lying around the place, from people camping in the area.	

Belmont

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
109.	Cycling	**Not enough bike paths** *Epsom Avenue, Belmont* For semi main roads like Epsom, Hardey, and Alexander there's not enough room for bike and car to be on road together. As a rider it's scary and as a driver it can be frustrating rolling behind. A lot of people cycle on these 2 streets. The road needs to be wider for both of a bike path needs to be added too to GEH	**Infrastructure** *Key action 1.1* Improvements to be considered in Implementation Plan, prioritising routes on the LTCN.
110.	Cycling	**Safety** *Alexander Road & Abernethy Road, Belmont* No cycle lane, limited footpaths, traffic going from 2 lanes into one,	As per response to comment #109.
111.	Cycling	**Road too narrow** *Hardey Road, Belmont (near Centenary Park)* Median strip and parking barriers make it impossible for cars to pass a cyclist. Nearly been hit by cars many times.	As per response to comment #109, noting footpaths on both sides of the road provided.
112.	Walking	**Unsafe for walking** *Belvidere Street, Belmont (near shops)* This area can be really unsafe. My kids like to walk to these shops to spend their pocket money, but I am always quite worried about them when they walk down there alone; they have been yelled at by drunk people several times and witnessed street brawls. There are often people hanging around outside asking for money, it is really dirty with spit	**Operational response** Matters relating to community safety referred to *Community Safety and Crime Prevention* team. **Infrastructure** *Key action 1.3* Belvidere Street revitalisation project is underway in 2026 as a low-speed, shared zone with increased pedestrian activity.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		and other suspicious-looking stains on the ground, at times broken glass.	
113.	Cycling	**Crime** *Gardiner Street, Belmont (near shops)* My bike will be stolen while I shop	As per response to comment #112.
114.	Walking	**Remove barrier** *Sydenham Street & Epsom Avenue, Belmont* Why is the bar here? it gets in the way of everyone.	**Complete** The obstructing handrail has been permanently removed. Remaining fence directs students to cross at the children's crossing.
115.	Walking	**Clean up needed** *Cleaver Terrace, Belmont (Severin Walk)* Can the businesses around Severin Walk be brought into line? This could be a great linkage to Adachi Park but the unpleasant surroundings discourage people from wanting to use this path for walking or cycling. Wayfinding would help inform residents of its existence and landscaping with more tall trees would make this area more appealing for everyone.	**Partnerships** *Key action 2.3* Severin Walk is in a drainage reserve under the control of the Water Corporation. Collaboration on the master plan for the area is ongoing. **Infrastructure** *Key action 1.5* To review and consider wayfinding as part of the Implementation Plan.
116.	Walking	**Dangerous Crossing** *Great Eastern Highway & Belgravia Street, Belmont* Driver behaviour, although there is a red arrow to "stop" drivers turning left from Belgravia Street onto Great Eastern Highway, I think because you can go straight or turn from the left lane many drivers don't notice the red arrow because the rest of the traffic is moving, I have personally seen this event close to 30-40 times over the past two	**Complete** Trees pruned that restricted visibility of traffic signals. **Partnerships** *Key action 2.2* To discuss visibility of intersection signals with Main Roads WA if issues persist.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		years, it will only be a matter of time before someone is injured or worse, it is also the only place to cross to enable catching bus into the city or Belmont. Additionally, the length of time given to cross there is not sufficient.	

Redcliffe

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
117.	Cycling	**Intersection inhospitable to cyclists** *Epsom Avenue, Durban Road & Stanton Road, Redcliffe* The intersection is a nightmare for cyclists. if crossing across Stanton from Epsom, the speed of vehicles going around the corner is a hazard to cycling and walking. No one wants to give way to cyclists or pedestrians.	**Infrastructure** *Key action 1.1* Intersection of Epsom Avenue, Durban Street, and Stanton Road is under investigation for potential funding opportunities to make improvements as part of the Redcliffe Area Traffic Study.
118.	Cycling	**Inhospitable to cyclists** *Stanton Road, Redcliffe* Stanton/Second is too narrow for a dedicated cycle lane and riding this road would be a death wish. I ride on the footpath, but the footpath is only on one side of the road and ends abruptly then continues on the other side of the road.	**Partnerships** *Key action 2.1* Infrastructure upgrades are currently in progress as part of the Low-Cost Urban Road Safety (LCURS) program for Redcliffe. **Infrastructure** *Key action 1.1*

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
			Forms part of a secondary route on the LTCN, and improvements are subject to external funding and will be considered in Implementation Plan.
119.	Walking	**Path doesn't continue** *Stanton Road, Redcliffe (Tonkin Highway overpass)* The path ends here into dirt and should connect so the only option isn't to cross busy Stanton Road to continue by cycling or Walking	As per response to comment #118.
120.	Public Transport	**Dangerous driving** *Stanton Road, Redcliffe (Lyall to Morrison)* This road is in much demand during peak times. As the road is single lane and does not have cut outs for buses cars frequently overtake a parked bus during its set down or drop off by proceeding to the wrong side of the road.	**Partnerships** *Key action 2.1* See response to #118.
121.	Cycling	**Safety** *First Street, Redcliffe (near Coolgardie Street)* This is an unsafe section of the road. It leads to a busy shopping area and public transport so should provide safe passage.	**Partnerships** *Key action 2.1* Intersection with Coolgardie Street was upgraded in 2022. Further consideration to be given to footpath connectivity in the area as part of the Implementation Plan and aligned to the Redcliffe Area Traffic Study.
122.	Walking	**Lighting** *Central Avenue, Redcliffe (Brearley Ave Reserve)* This area is the way to walk from Redcliffe Stn to the overpass and is great in the day. At night it is dark, unsafe, and regularly has fallen branches.	**Partnerships** *Key action 2.3* Public lighting in the area will be enhanced as part of the extension of Central Avenue by Development WA. **Operational Response**

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
			Matters relating to path sweeping referred to *Parks, Leisure and Environment*.
123.	Walking	**Signage to station** *Victoria Street, Redcliffe (near footbridge)* First time visitors don't know the way to the station, and we don't show the way between the PSP and the station for some reason.	**Infrastructure** *Key action 1.5* Wayfinding to the station from PSP to be considered in the Implementation Plan.
124.	Walking	**Longer walk** *The Court, Redcliffe (near footbridge)* Stairs on the side of the pedestrian bridge would reduce the long circular/roundabout way to access the bridge crossing Tonkin.	**Partnerships** *Key action 2.3* This matter falls under the control of the Main Roads WA. Advocacy for improvements to be considered in the Implementation Plan.
125.	Cycling	**Bridge missing from map** 1. your map fails to show the new footbridge. 2. the new footbridge is not user friendly. the circular ramp onto the bridge is half the length of the bridge and is an unpleasant ride. 3. why havent stairs been built on the northern side to make it easier for pedestrians to use the bridge rather than walking on the circular ramp. the new design of this bridge is a deterrent to cycling and walking.	Footbridge shown on Belmont Your Move map in simplified graphic form. As per response to comment #124 in relation to footbridge circular ramps and request for stairs.
126.	Walking	**No pedestrian access to playground** *Boulder Avenue & First Street, Redcliffe* There is a children's playground in Boulder Ave at the First Street end. To get to it you have to push a pram into oncoming traffic. This is no crossover	**Complete** Pram ramps installed in 2025 improving accessibility to the playground. Amenity improvements such as additional seat provided to support families.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		from the pedestrian path on the bridge to the footpath on Boulder. There is no crossover from the Boulder footpath to the park. One has to mount the pram over the kerbing then push it through the sand to get to the playground. It's a disgrace.	
127.	Cycling	**Switchback corners** *Lintonmarc Drive, Redcliffe (PSP connection)* When riding from the south, entering the psp toward the river, you need to do a zigzag before joining the psp because it is attached at an angle to the path. This is dangerous, particularly as the tree here produces nuts that are a slipping hazard.	**Infrastructure** *Key action 1.1* Improvements to connect residents to Principal Shared Path (PSP) will be considered as part of the Implementation Plan. **Operational Response** Matters relating to path sweeping referred to *Parks, Leisure and Environment*.
128.	Cycling	**Unhealthy environs** *Tonkin Highway, Redcliffe* Main Roads should be made to plant more trees along the cycle path as there is no shade coverage to protect users from the heat and UV rays.	The road reserve is under care and control of Main Roads WA on Tonkin Highway. Requests to made directly via Main Roads' website.

Appendix 2 –Feedback Received to Draft Strategy

Nine submissions were made on the draft Sustainable Transport Strategy. The original submissions are included over the following pages in order of being received. City responses followed in red text. Names of individuals as well as any identifying information have been redacted, however, submissions on behalf of a public organisation are mentioned.

STS Feedback 1

Submission and Feedback

City of Belmont Draft Sustainable Transport Strategy 2026 to 2031

Date: 22 July 2026

Introduction

I welcome the opportunity to comment on the City of Belmont's draft Sustainable Transport Strategy 2026 to 2031. The strategy is a considered document, and its central aim, to move the City away from dependence on private vehicle travel, is both timely and appropriate given the projected growth to more than 62,000 residents by 2046. My comments are offered constructively to help the City strengthen the strategy so that it delivers measurable outcomes rather than aspirations alone.

The feedback below addresses two matters of particular concern to me: the severance of active transport routes by major roads, and the structure of the public transport network. It then sets out a number of broader weaknesses that, in my assessment, would benefit from attention before the strategy is finalised.

Severance by major roads and the provision of safe crossings

The strategy correctly identifies that the City is bounded and divided by State managed roads, specifically Tonkin Highway, Leach Highway, Great Eastern Highway and Orrong Road. It is candid in acknowledging that Orrong Road is a known barrier to active transport, and that grade separated crossings for pedestrians are limited on all four of these corridors. The community engagement findings reinforce the point, with high speed roads, busy crossings and insufficient crossings all recorded among the leading concerns, and the cumulative crash heatmap concentrates precisely on these arterial corridors. To this extent, the problem I have raised is recognised within the document.

My concern is that recognition is not matched by a credible response. The actions that bear on severance are almost entirely advocacy based. Action 2.2 commits the City to advocate to Main Roads Western Australia for improved pedestrian signal phasing, and action 2.3 commits it to advocate to the State Government for the inclusion of sustainable transport within major upgrades such as those to Orrong Road and Great Eastern Highway. Advocacy is a legitimate instrument, but it places the most consequential improvements outside the City's direct control and offers no assurance of delivery.

This weakness is underscored by the strategy's own observation that the Orrong Connect project, the principal State initiative for that corridor, remains uncertain in status. Orrong Connect project is years off being progressed, and interim actions are essential. Curtin has >50,000 students and ~6000 staff, many living in the boundaries of the CoB and the Town of Victoria Park. The trip via bus takes ~40 minutes, and is a 15 minute drive, all examples of where sustainable transport measures fail unless they can replace car journeys.

The document does not identify a prioritised list of crossing locations, propose interim treatments that the City could deliver on its own land or within its own road reserve, or describe any fallback should State investment not eventuate. For residents who cannot presently cross these corridors safely on foot or by bicycle, a strategy that defers the remedy to another agency, and to an as yet unpublished Implementation Plan, provides limited comfort. I would encourage the City to set out a set of committed, locally deliverable measures to address severance, to prioritise crossing points by demand and crash history, and to state clearly what it will pursue independently of State funding.

Public transport structure and cross network connectivity

The strategy describes a bus network of twenty routes and rightly notes that these services are well patronised for commuter journeys. I share the view that the service to and from the central city is a genuine strength. My concern, which the engagement findings also captured under the heading of lack of connectivity and frequency, is that the network is predominantly radial. The high frequency routes illustrate the point: routes 935 and 940 both run from Redcliffe Station towards Kings Park and Elizabeth Quay, that is, towards the central business district, while the two circle routes operate only within a limited orbit. There is little provision for the lateral, feeder style connections that would allow residents to reach the rail network at points other than Redcliffe Station.

This matters because Redcliffe Station sits on the Airport line, which runs towards the central business district and High Wycombe rather than laterally across the wider network. Residents in the western and southern parts of the City who wish to reach the Armadale and Thornlie to Cockburn lines must travel to stations that lie outside the City's boundary. The strategy acknowledges this in its cycling section, noting that Oats Street, Queens Park and Carlisle stations are within cycling distance of Rivervale and Kewdale, yet it makes no equivalent provision for those who cannot or would prefer not to cycle. I would add that Burswood Station, which is among the closest stations to Rivervale and Ascot and which serves a significant destination precinct, is not mentioned at all. A resident of central Belmont without a car, and the demographic data record a meaningful proportion of such households, therefore has poor practical access to the rail network beyond the Airport line.

The single action directed at this problem, action 2.4, commits the City only to advocate to the Public Transport Authority for improved connectivity and coordinated scheduling. As with severance, the ambition is sound but the instrument is weak. A stronger strategy would set out the City's preferred local network structure, identify the specific missing connections it wishes to see, for example a service linking Rivervale to Burswood Station, and use that articulated position as the basis for its advocacy. Bus route planning is properly a matter for the Public Transport Authority, yet the City is well placed to specify what its residents need rather than to request improvement in general terms. I would also note the multi modal opportunity around Burswood, given that Burswood Park is under investigation as a future ferry stop and that the strategy separately identifies potential ferry stops at Belmont and Rivervale. A coordinated position on this precinct would serve the community well.

Broader weaknesses in the strategy

Reliance on advocacy in place of committed delivery

A recurring feature of the action plan is its dependence on other agencies. Among the actions listed under Partnerships, the majority ask the City to advocate to Main Roads Western Australia, the State Government or the Public Transport Authority. The two concerns above are the clearest examples, but the pattern extends across the plan. The risk is that a strategy composed largely of requests to others cannot be held accountable for its outcomes, because a failure to deliver can always be attributed to a partner's inaction. I would encourage a clearer separation between what the City will deliver itself and what it will advocate for, with the former forming the core of the commitment.

Absence of measurable targets and baselines

For a strategy of this kind, the absence of measurable targets is a significant shortcoming. The Delivery and performance reporting section lists performance measures and their data sources, which is welcome, but it sets no quantified goals against them. There is no mode share target, no target for the reduction of people killed or seriously injured, and no annual figure for the delivery of new separated paths or crossings. By contrast, the State's Driving Change strategy, which the document itself cites, commits to reducing serious road trauma by between 50 and 70 per cent by 2030. Without comparable targets, the commitment to evaluate effectiveness cannot be substantiated, since there is no threshold against which success or failure can be judged. From a project management perspective, objectives that are not specific, measurable and time bound are difficult to manage and easy to allow to drift.

No budget, resourcing or prioritisation framework

The strategy does not present a financial plan. The Funding section usefully surveys external grant opportunities, but it also records that the Western Australian Bicycle Network program is largely committed in advance and weighted towards principal shared paths, that grants are generally matched on a fifty to fifty basis, and that the funds available to local government are limited at present. These are precisely the conditions under which a clear statement of the City's own committed capital would matter most, yet none is provided. Nor are the thirty actions costed, sequenced or prioritised; each carries a responsible officer but no timeframe, no order of delivery and no indication of dependency. A five year action plan without a schedule or a resourcing basis is, in my experience, unlikely to be delivered as intended.

Deferral of analysis to an unpublished Implementation Plan

Several of the analytical tasks that would ordinarily underpin a strategy have been deferred to an Implementation Plan that does not accompany this document. The assessment of footpath gaps, the analysis of crash data by suburb, and the prioritisation of locations for improvement are each described as matters for that later plan. This makes it difficult for a reader to judge whether the strategy will target the right places, and it concentrates the substance of the work in a document that is not yet available for comment. I would encourage the City to publish at least an outline of the Implementation Plan alongside the strategy, so that the two can be assessed together.

A road safety trend that warrants a more urgent response

The road safety data merit a more urgent response than the strategy currently offers. The high severity crash chart shows a marked increase in recent years, rising to forty-seven incidents in each of 2024 and 2025, well above the levels recorded earlier in the decade. The five-year comparison of active transport casualties also records a fatality in the most recent period where there was none in the preceding one. The strategy notes the increase, but its response, principally to investigate speed limits and to advocate for improved signals, does not appear proportionate to a near doubling of high severity crashes. Given the strong and well-established relationship between vehicle speed and survivability that the document itself presents, I would expect a more decisive commitment to speed management on the roads the City controls.

Equity and social sustainability

The demographic profile points to a substantial population that depends on active and public transport, including households without a registered vehicle, residents reporting a profound or severe disability, and a large proportion of households in which a language other than English is spoken. This is a strong argument for the strategy, but its implications are not carried through to targeted action. Beyond a general commitment to universal access design, little in the plan speaks directly to the needs of transport disadvantaged residents. A strategy grounded in sustainability, properly understood, should treat social equity as a measurable objective rather than a background consideration.

Environmental outcomes and emissions

For a document titled a Sustainable Transport Strategy, the treatment of environmental outcomes is comparatively thin. The strategy aligns itself with the City's climate resilience objective and its commitment to reduce emissions, yet it sets no transport emissions target and no mode shift target against which environmental progress could be measured. The material on electric and autonomous vehicles is largely descriptive of State initiatives rather than expressive of the City's own intentions. Quantifying the environmental benefit that the City seeks would lend the sustainability framing considerably more weight.

Editorial and production matters

On a minor note, the draft contains a number of production defects that should be corrected before adoption. The publication date remains a placeholder, a section heading on the key stakeholders page appears truncated, and the spelling of program and programme is used inconsistently. These do not affect the substance, but attention to them would improve the confidence a reader places in the document.

Summary of recommendations

In summary, and in support of a strategy whose direction I endorse, I recommend that the City:

1. Identify a prioritised set of crossing improvements on the bounding arterial roads, distinguishing measures the City will deliver itself from those for which it will advocate.
2. Articulate its preferred local public transport network, including specific feeder connections to rail stations beyond Redcliffe, such as a Rivervale to Burswood link, and use this as the explicit basis for advocacy to the Public Transport Authority.

3. Adopt quantified, time bound targets for mode share, casualty reduction and the delivery of new active transport infrastructure.
4. Publish a costed, sequenced and prioritised action plan, together with the City's committed capital contribution over the life of the strategy.
5. Release at least an outline of the Implementation Plan for comment alongside the strategy.
6. Strengthen its response to the recent increase in high severity crashes, with particular emphasis on speed management on City controlled roads.
7. Translate the demographic evidence into targeted actions for transport disadvantaged residents.
8. Set measurable environmental objectives, including a transport emissions or mode shift target.

Closing

I would be pleased to discuss any of these points further. They are offered in support of a strategy whose direction I endorse, and in the hope that its final form will match its ambition with the specificity and accountability needed to deliver genuine change for the community.

Response

Severance by major roads and the provision of safe crossings

The City's focus on advocacy in relation to Orrong Road and Great Eastern Highway acknowledges the authority and ownership of infrastructure upgrades on these routes.

The response notes the Strategy *'does not identify a prioritised list of crossing priorities, propose interim treatments that the City could deliver on its own land or within the road reserve, or describe any fallback should State investment not eventuate'*. The matters listed would not be addressed in a strategy but in detailed planning that needs to be progressed in conjunction with Main Roads WA – hence the advocacy initiatives.

The suggestion that the City progress interim treatments on its own land is ill-advised if there are no corresponding treatments by Main Roads in the road reserve at these locations. This could potentially make a difficult situation worse.

Given the uncertainty regarding the future of the Orrong Connect project it is the City's intention to advocate to Main Roads to deliver improved crossings in the interim period.

Public Transport structure and cross network connectivity

As the response notes *'bus route planning is properly a matter for the Public Transport Authority',* hence the reason for Key Action 2.4 being an advocacy initiative. Any consideration for revised bus routes will be a matter of engagement and development with the PTA . Such development will include community engagement to gauge the views of the wider community – and as the PTA hold responsibility for planning they will have to take the lead in this, supported by the City.

Reliance on advocacy in place of committed delivery

The response recommends *'encourage a clearer separation between what the City will deliver and what it will advocate for'* - this has already been done in the Strategy and the three focus areas outline this. The Key Focus area of 'Partnerships' outlines the advocacy actions while the Key Focus areas 'Infrastructure' and 'Education' outline the actions where the City can take the lead – noting that major infrastructure developments such as the LTCN will requires State and/or Federal funding.

Absence of measurable targets and baselines

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these. The environment for sustainable transport is highly complex and depends on numerous factors that are often outside of the City's control. It is of note that the WA State Government's proposed 'Active Travel Strategy – Wheel, Walk, Ride, Thrive' is still in preparation. It remains to be seen whether the State Government will set performance targets for their Active Travel Strategy.

From a project management perspective it is important to distinguish between what are project targets and what are benefits realisation targets. The implementation plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these. The 'Performance Measures' in the strategy largely amount to benefits realisation targets that will be influenced by numerous factors outside of the actions the City undertakes under the Strategy – this includes the actions of the community itself.

No budget, resourcing or prioritisation framework

The scheduling and resourcing of the Strategy actions will be undertaken in the development of the Implementation Plan. There are already existing budgets for several actions – e.g. connectivity, bus stop amenity and education initiatives, but larger infrastructure projects related to the LTCN, for example, will be subject to the City's overall project prioritisation

process and availability of funding. City funding for such projects will need to be assessed in the broader context of the Long Term Financial Plan against other competing projects and priorities and will depend on State and/or Federal funding to support delivery.

Deferral of analysis to an unpublished Implementation Plan

The purpose of the Strategy is to provide a strategic framework to guide the City, not to outline the detailed tasks associated with the Key Actions. The items mentioned such as the assessment of footpath gaps are tasks that will happen under the implementation plan to address the relevant Key Action in the Strategy. The Implementation Plan is an operational document. Once complete, a high-level summary of the key implementation plan projects will be available to view on the City's Belmont Connect website and updated as projects progress. Progress under the Strategy will be reported in the Corporate Business Plan annually.

A road safety trend that warrants a more urgent response.

All speed zoning, including on local government roads, is established in accordance with Main Roads WA 'Speed Zoning Policy'. The Policy sets out the process for review of speed limits and the associated speed limit ranges that are applicable to each street environment. The STS key action 2.1 *Investigate routes and areas for reduced speed limit implementation as an improved environment for safe active travel modes,* is reflective of this policy. Priority consideration under this action will be given to reduce speed limits within City precinct areas such as Belmont Forum.

The City is currently working with Main Roads WA on its Low-Cost Urban Road Safety (LCURS) program, which funds traffic calming measures that encourage lower speed driving behaviour, enhancing safety for vulnerable users like pedestrians. The City has been successful with funding received to implement measures in the Redcliffe Area along Stanton Road and Second Street under the LCURS program, with a reduced posted speed limit of 40 km/hr to be applied following completion of the works.

Equity and social sustainability

There are several actions within the strategy that address the needs of 'transport disadvantaged residents' – e.g. accessibility and connectivity improvements, wayfinding, improved infrastructure at bus stops universal access design, secure end of trip facilities, reduced traffic speeds, upgraded traffic signals, active travel engagement and educational programmes.

Environmental outcomes and emissions

The City's Environment and Sustainability Strategy 2023 – 2033(ESS) is the key strategy that addresses environmental outcomes in the City. The relevant key actions addressing emissions and transport are addressed in section 5 of the ESS.

The STS encourages the provision of active transport facilities for new land developments (action 2.5) and investigate opportunities to expand the EV and micromobility charging network (action 2.6)

Editorial and production matters

Thank you for pointing out these editorial matters. They have been addressed in the final version of the strategy.

STS Feedback 2

I read your Sustainable Transport Strategy with great interest.

As far as bike security goes at Belmont Forum all I saw was a statement from the shopping centre owners that all is ok.

I would like to see more substantial evidence to back that statement. I.e police statistics of thefts reported, before I would consider leaving my bike there.

Other countries have secure lock up areas in every shopping centre. A 1st world solution. People ride our bikes every day and know they are safe.

I look forward to hearing from you.

Response

The STS Key Action 1.4 has been developed to support the provision of end-of-trip facilities and other supporting infrastructure.

In relation to Belmont Forum, the centre currently provides electronic bicycle holders with accompanying CCTV that were installed at the north-east entrance near Woolworths in 2023. Discussions with centre management have indicated that these facilities are experiencing low levels of use.

Similarly, while Cockburn Gateway Shopping Centre implemented a state-of-the-art end-of-trip facility with secure bike storage and showers, that facility received virtually no usage, and the bike storage was converted to general storage for the shopping centre.

Users have a responsibility to ensure their personal property is appropriately secured when using end-of-trip facilities.

The City also supports bicycle and eRideable security through its Bicycle and eRideable Registration program. Residents can register their bicycles and eRideable devices with the City and, while stocks last, receive a free bicycle lock as part of the initiative. Bicycle and eRideable Registration | City of Belmont

The City also encourages residents to report criminal or antisocial behaviour to WA Police. Reporting incidents helps provide a better understanding of community safety issues and assists the City and WA Police in working together to respond to emerging concerns.

The City's broader approach to crime prevention is outlined in the Community Safety Strategy 2025–2030, which emphasises partnerships between the City, WA Police and the community, including through initiatives such as Community Watch security patrols.

STS Feedback 3

- Page 16. This illustration is very ideological rather than practical: it vilifies cars instead of promoting genuine transport choice. The STS should improve access and infrastructure for all road users, not favour one mode by reducing the efficiency of another.
- Related to the above point, Action 2.1 (page 29), relates to investigation of speed limit reductions. This is ideological and inappropriate.
    - Action 2.1 reflects the same ideological bias at the illustration on page 16 - that is, to improve the experience of one mode by making another slower. Sustainable transport should expand choice and safety without deliberately reducing road-network efficiency for motorists. The action risks carrying the bias into the implementation by 'improving' active transport through slower and less efficient vehicle movement.
    - Safety measures should be targeted to proven problem areas, not imposed broadly at the expense of network efficiency for vehicles. It should be optimised for all modes of transport.
    - Safety interventions should be evidence based, and targeted at demonstrated risk factors, not solely speed (one type of risk only).
    - The objective should be high-quality, safe, and efficient infrastructure for all road users, with balanced outcomes across every transport mode.
- Overall, the Strategy presents better than the previous version. The shortening of the document has assisted with readability and easy comprehension.
- The detail on Partnerships and Education is quite strong, but the information for Infrastructure is vaguer. For me, the Infrastructure component of the strategy needs to be the strongest element.
- Should advocacy for LED lighting/improved lighting/underground power not be included as part of our Partnerships? I see that this has been omitted from the previous version.

Response

The graphic on page 16 needs to be read in the context of the preceding pages discussing road safety and the State government's 'Driving Change – Road Safety Strategy 2020-2030'. The graphic illustrates the impact vehicle speed has on the likelihood of fatalities – this is evidence-based and often-quoted, and important in the context of considering locations where speed reductions would be considered appropriate. The State Government currently has a draft 'Speed Zoning Policy' out for review that considers these principles.

Action 2.1 on page 29 is not ideological but reflective of the regulatory environment. It is reflective of the State Government's 'Driving Change – Road Safety Strategy 2020-2030' and the subsequent draft 'Speed Zoning Policy'. The intent of the action is not to reduce speeds limits across the entirety of the network but to investigate the areas where such speed reductions would be appropriate. This is in line with the 'Speed Zoning Policy' whose purpose is noted as *'to establish a clear, consistent, and evidence-based framework for setting, reviewing, and approving Regulatory Speed Limits on all public roads in Western Australia'.*

The Policy sets out the process for review of speed limits and the associated speed limit ranges that are applicable to each street environment. The process for the implementing action 2.1 will follow this process – otherwise it would not get approval.

The 'Speed Zoning Policy' covers the points raised regarding targeting of problem areas and demonstrated risk factors. This is also the approach that is taken with the Federal and State 'Black-Spot' funding programmes and the State's ' Low Cost Urban Road Safety' funding programme.

With regards to balanced outcomes, these are reflected in a number of areas throughout the draft STS. The first sentence of the Introduction notes *'A transport network is sustainable if it meets current travel needs…..'* and also Outcome 8 of the Strategic Community Plan i.e. *'A City that is easy to get around safely and sustainably'.* The importance of the existing road network is acknowledged on page 13 Transport Network and again in page 34 Appendix 3 Transport Network.

Advocacy for LED/Smart lighting and underground power are already actions under the City's Corporate Business Plan – and it was felt it was a duplication having them in the STS also.

STS Feedback 4

I'm writing to provide feedback on your strategy.

It's notable that in the survey responses, 70% of people say they usually drive to get around...but only 38% of people *want* to drive - 60% of people would prefer to cycle, and 50% would prefer to catch public transport.

People want safer cycle infrastructure in Belmont, particularly separation from traffic and safe crossing-points at intersections.

Your Draft argues that, "The Long-Term Cycle Network (LTCN) is an aspirational development and would take many years of effort and funding to achieve, particularly if reliant on Local Government funds only with other competing budget priorities." At the same time, I haven't seen *any* spending on separated cycle paths in recent years. Your 2026/27 budget includes $6million on road projects. Footpaths, a critical connection not only for walking and rolling but also for accessing public transport, got $0.9million.

I could not find reference to a single project that would facilitate the kind of safer cycling environment that people are asking City of Belmont to provide.

Yes, building an entire LTCN will take time. But the only way to achieve it is to start, and it would be useful to start by working on important connection routes - including intersections. Every asphalt overlay project should also consider ways to make walking, cycling, and catching public transport safer. Your current Draft is incredibly vague about how any of this will be achieved - Actions 1.1 and 1.2 gesture at meaningful improvements without clearly committing to real change.

Right now, the City is letting down the community by limiting transport choices. It would be good to see a strengthened Sustainable Transport Strategy that provides a real commitment to giving your community the freedom to get around safely, sustainably, and affordably.

Response

The purpose of the STS is to provide a strategic framework to guide the City towards a more sustainable transport network.

Development of any LTCN route will be a major project requiring significant funding. City funding for such projects will need to be assessed in the broader context of the Long Term Financial Plan against other competing projects and priorities and will depend on State and/or Federal funding to support delivery.

At the current time, the City is considering development of the LTCN secondary route from Redcliffe Station to Belvidere Street – the Belvidere St section of the LTCN route is being completed as part of the Belvidere Street Revitalisation Project. This consideration is based on the previous funding criteria under the WA Bicycle Network Grants Program. At the time of preparation of the Strategy, the State has not, however, released the details or criteria for the next round of the WA Bicycle Network Grants Program. The wording of action 1.3 "Long-Term Cycle Network (LTCN) development - with priority for routes that are eligible for Federal and State Government funding" is appropriate and proposed City LTCN projects will respond to the funding criteria once released.

The City will continue to consider opportunities to improve accessibility and connection routes, including intersections – Key Actions 1.1 and 1.2 of the Strategy reflect this. The specific projects, priorities and timeframes for these actions will be identified and programmed through the STS Implementation Plan.

It is also important to note that several actions identified in the STS are already part of the City of Belmont's business practices. Bus shelter, footpath and education programs that support sustainable transport have been delivered by the City for many years. The Strategy further embeds these actions into the City's practices over the long term, and provides a clearer strategic rationale for investment in these areas.

STS Feedback 5

Thank you for the opportunity to comment on the City of Belmont's Draft Sustainable Transport Strategy 2026–2031 and accompanying Engagement Report.

I strongly support the overall direction of the Strategy, particularly its recognition that Belmont needs a safer, more connected transport network and that walking, cycling, micromobility and public transport need to become realistic alternatives to private vehicle travel.

The community engagement results provide a particularly strong basis for action. Among respondents, when traffic, accessibility and safety barriers were hypothetically removed, cycling was nominated by approximately 60% of respondents, public transport by 50% and walking by 45%, compared with approximately 38% for car travel. While this was a self-selected consultation rather than a representative population survey, the result nevertheless demonstrates considerable latent demand for alternatives to driving.

Even more importantly, **the community was very clear about what would enable this change.** The leading requests were safe and protected cycling infrastructure separated from motor traffic, better connected and continuous routes, and safer crossings of major roads. The Engagement Report itself appropriately concludes that infrastructure and personal safety are likely to have the greatest influence on participation, with education and behaviour-change initiatives playing a complementary role.

My principal concern is therefore the gap between the strength of this evidence and the level of commitment contained in the Strategy. Many of the actions use terms such as “improve”, “investigate”, “advocate”, “encourage” and “explore”. These are reasonable strategic directions, but without measurable targets, timeframes or minimum delivery commitments it will be difficult for Council or the community to determine in 2031 whether the Strategy has actually succeeded.

I am particularly concerned that the Engagement Report describes the Implementation Plan as an internal document. I strongly encourage the City to publish either the Implementation Plan itself or a public-facing version showing the priority projects, indicative delivery year, responsible area, funding status and progress. This should be accompanied by an annual public dashboard. A five-year public strategy needs a visible line between community feedback, priorities, expenditure, infrastructure delivered and outcomes.

I also recommend introducing measurable 2031 targets. These could include changes in walking, cycling and public transport mode share; reductions in private vehicle dependency; reductions in pedestrian and cyclist deaths and serious injuries; kilometres of protected or appropriately separated cycling routes completed; missing network links closed; safer crossings installed; neighbourhoods or activity areas receiving lower-speed treatments; schools participating in active-travel programs; secure bicycle parking delivered; and progress in completing the Long-Term Cycle Network.

The community's strongest request—safe and protected infrastructure—should also be made more explicit in the infrastructure actions. Where vehicle speed and traffic volumes make mixing inappropriate, the Strategy should commit to appropriate separation and safe intersection treatments rather than relying primarily on shared paths, signage or education. Pop-up or quick-build protected facilities could provide an excellent way of testing routes before permanent construction.

I would also encourage the City to prioritise projects according to safety, network connectivity, equity and community need, rather than primarily according to eligibility for external funding. Government grants are extremely valuable, but funding criteria should help deliver Belmont's network priorities rather than determine what those priorities are.

The Engagement Report has already identified important locations requiring action, including Great Eastern Highway, Orrong Road, Kooyong Road, Surrey Road and Abernethy Road. For corridors under State Government control, I would like the Strategy or Implementation Plan to identify specific desired outcomes and advocacy milestones so that “advocacy” can itself be measured and reported.

Speed management should similarly move beyond investigation. There is strong Safe System evidence for low-speed environments where motor vehicles interact with pedestrians, children and bicycle riders. A progressive program of 30 km/h and 40 km/h environments around schools, neighbourhood centres, local residential streets and other high-active-transport locations would be consistent with the Strategy's road-safety objectives.
Schools deserve particular emphasis. I encourage the City to establish a Safe Routes to School/Safe School Connections program combining infrastructure, lower speeds, crossings, traffic calming, bicycle parking and engagement with schools and families. Education is useful, but children will only walk or ride independently if the physical environment allows them to do so safely.

Finally, I suggest establishing a clear sustainable transport hierarchy in the Strategy. Walking and wheeling, cycling and micromobility, and public transport should have explicit priority when allocating constrained road space and investment. Electric vehicles certainly have an important emissions role, but they do not address congestion, parking demand or the need to create safer and more attractive places for people.

Overall, I think the draft contains many positive ideas and the Engagement Report provides a good evidence base. **I would strongly support strengthening the Strategy before final adoption by adding measurable targets, making its implementation program publicly accessible, committing more explicitly to safe and protected infrastructure, and introducing transparent annual reporting.**

These additions would turn a good statement of intent into a much stronger five-year delivery strategy and would demonstrate clearly to the community how its feedback is being translated into action.

Response

1. Without measurable targets, timeframes or minimum delivery commitments it will be difficult for Council or the community to determine in 2031 whether the Strategy has actually succeeded.

The purpose of the STS is to provide a strategic framework to guide the City towards a more sustainable transport network. The Implementation Plan is an operational plan that will be prepared following Council's endorsement of the Strategy.

From a project management perspective it is important to distinguish between what are project targets and what are benefits realisation targets. The implementation plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these. The 'Performance Measures' in the strategy largely amount to benefits realisation targets that will be influenced by numerous factors outside of the actions the City undertakes under the Strategy – this includes the actions of the community itself.

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these. The environment for sustainable transport is highly complex and depends on numerous factors that are often outside of the City's control. It is of note that the WA State Government's proposed 'Active Travel Strategy – Wheel, Walk, Ride, Thrive' is still in preparation. It remains to be seen whether the State Government will set performance targets for their Active Travel Strategy.

2. I am concerned the Engagement Report describes the Implementation Plan as an internal document. I strongly encourage the City to publish either the Implementation Plan itself or a public facing version showing the priority projects, indicative delivery year, responsible area, funding status and progress. This should be accompanied by an annual public dashboard.

As noted above the Implementation Plan is an operational document. Once complete, a high-level summary of the key implementation plan projects will be available to view on the City's Belmont Connect website and updated as projects progress. Progress under the Strategy will be reported in the Corporate Business Plan annually.

3. I also recommend introducing measurable 2031 targets, including:
   - changes in walking, cycling and public transport mode share;
   - reductions in private vehicle dependency;
   - reductions in pedestrian and cyclist deaths and serious injuries;
   - kilometres of protected cycle lanes completed; missing network links closed;
   - safer crossings installed;
   - neighbourhoods or activity areas receiving lower-speed treatments;
   - schools participating in active travel programs;
   - secure bicycle parking delivered; and
   - progress in completing the Long-Term Cycle Network.

See response to point 1 above.

4. The communities strongest request – safe and protected infrastructure – should be made more explicit in the infrastructure actions.

There are various potential solutions for the development of LTCN routes including Safe Active Streets, Cycle Streets, on and off road paths, shared paths etc. In reality, there will not be 'one size fits all' for LTCN routes and each route will be assessed individually to determine the

solution or mix of solutions that are suitable. The Strategy identifies pop-up cycle lanes as potential opportunities to test the effectiveness of proposed LTCN routes prior to their permanent development.

5. I would encourage the City to prioritise projects according to safety, network connectivity, equity and community need, rather than primarily according to eligibility for external funding.

These criteria will certainly be considered in the prioritisation of projects under the Strategy.

There are already existing budgets for several actions – e.g. connectivity, bus stop amenity and education initiatives, but larger infrastructure projects such as those related to the LTCN, will be subject to the availability of State and/or Federal funding to support delivery.

6. I would like the Strategy or Implementation Plan to identify specific desired outcomes and advocacy milestones so that "advocacy" can itself be measured and reported.

Advocacy initiatives will be developed in the Implementation Plan.

7. Speed management should move beyond investigation

All speed zoning, including on local government roads, is established in accordance with Main Roads WA 'Speed Zoning Policy'. The Policy is based on Safe System principles and sets out the process for review of speed limits and the associated speed limit ranges that are applicable to each street environment. The STS key action 2.1 *Investigate routes and areas for reduced speed limit implementation as an improved environment for safe active travel modes*, is reflective of this policy. Priority consideration under this action will be given to reduce speed limits within City precinct areas.

The City is currently working with Main Roads WA on its Low-Cost Urban Road Safety (LCURS) program, which funds traffic calming measures that encourage lower speed driving behaviour, enhancing safety for vulnerable users like pedestrians. The City has been successful with funding received to implement measures in the Redcliffe Area along Stanton Road and Second Street under the LCURS program, with a reduced posted speed limit of 40 km/hr to be applied following completion of the works.

8. I suggest establishing a clear sustainable transport hierarchy in the Strategy.

The City will consider this suggestion as an action in the Implementation Plan. A sustainable transport hierarchy could only be considered if tailored to the characteristics and purpose of a particular locality – i.e. a 'Movement and Place' approach. This approach is considered in MainRoads WA's Speed Zoning Policy as mentioned in the response to point 7 above.

9. I would strongly support strengthening the Strategy before final adoption by adding measurable targets, making its implementation program publicly accessible, committing more explicitly to safe and protected infrastructure, and introducing transparent annual reporting.

See responses above. Annual reporting mechanisms are as outlined in the Strategy.

STS Feedback 6

Thank you for the opportunity to provide feedback.

Residents have already given the City of Belmont three important requirements.

1. Safe, protected cycling infrastructure, separated from motor traffic.

2. Better connected, direct and continuous routes between homes and destinations - including better access to the Swan River, train stations, Belmont Forum, schools, shopping centres and the Perth CBD.

3. Major roads that are easier and safer to cross.

However, the strategy has avoided committing to real action by responding with words like "improve" and "develop".

Residents clearly want real, measurable commitments, with time-lines for action - not vague assurances.

Response

Thank you for taking the time to provide feedback on the City's draft Sustainable Transport Strategy (STS).

Your response recommends *"committing to real action"* to address the community's desire for infrastructure improvements identified through the engagement undertaken to inform the Strategy.

The purpose of the STS is to provide a strategic framework to guide the City towards a more sustainable transport network.

The three focus areas of the STS – Infrastructure, Partnerships and Education – outline the actions the City will take to address identified barriers and support the transition towards a more sustainable transport network. The Infrastructure and Education focus areas primarily identify actions where the City can take the lead, noting that major infrastructure projects, such as the Long-Term Cycle Network (LTCN), will require State and/or Federal funding. The Partnerships focus area recognises that addressing some barriers will require advocacy, collaboration and action by other agencies and levels of government.

These key actions will be developed through the Implementation Plan which will be prepared following Council endorsement of the Strategy. The Implementation Plan is an operational document. Once complete, a high-level summary of the key implementation plan projects will be available to view on the City's Belmont Connect website and updated as projects progress. Progress under the Strategy will be reported in the Corporate Business Plan annually.

STS Feedback 7

WESTCYCLE | SUBMISSION

Draft Sustainable Transport Strategy 2026–2031, City of Belmont

14 August 2026

ABOUT WESTCYCLE AND THIS SUBMISSION

WestCycle is the peak body for bike riding in Western Australia and the state government-appointed representative body for eRideable users. We work with local governments across WA, the state transport portfolio, and community organisations on active transport policy and infrastructure.

WestCycle supports the direction of the draft Sustainable Transport Strategy. The breadth of community engagement behind it, the recognition that road capacity alone cannot meet future demand, the presentation of the speed-survival evidence, and the identification of cycle streets, green routes and pop-up lanes as delivery tools are all sound foundations. The community's own priorities of active transport enablement, road safety, and community safety align closely with what WestCycle hears across the state.

This submission makes two main contributions: recommended wording to convert the Strategy's actions into measurable commitments, and a suburb-level evidence base, prepared by WestCycle, that fills the analysis gap the Strategy identifies on page 15.

SUMMARY OF RECOMMENDATIONS

1. Adopt measurable targets and timelines for the key actions in each focus area (Section 1, table).
2. Use the attached suburb-level analysis as an input to the Implementation Plan, and prioritise Rivervale and Belmont for early investment (Section 2).
3. Add a staff capability action: active transport infrastructure training for City engineers and designers.
4. Set the Implementation Plan baseline from the data in this submission and or previous transport plans the City has had developed, so progress in 2031 is assessable against 2026 conditions.
5. Extend the actions to eRideables: secure parking and charging at key destinations, inclusion in count data, and safety education delivered with existing programs (Section 3).
6. Include a latent demand assessment in the Implementation Plan so routes are prioritised by potential use, not only current use (Section 3).

WestCycle Inc. | 105 Cambridge Street, West Leederville, 6007 WA | www.westcycle.org.au

SECTION 1 CONVERTING ACTIONS INTO COMMITMENTS

The Strategy's key actions describe intent ("improve", "investigate", "explore") without targets, baselines or timelines. As drafted, progress against them cannot be measured in the Corporate Business Plan reporting the Strategy commits to. The table below proposes measurable wording for the actions where the City has the most direct control. The targets draw on approaches in use in other Perth local governments.

Current draft action	Recommended commitment
1.1 Improve accessibility and connectivity to educational institutions, community and City facilities, commercial and industrial precincts.	Audit streets within a 500m radius of every education institution, community and City facility, and commercial and industrial precinct. All such destinations to be connected by a minimum of one footpath on each street within 500m by 2031.
1.2 Improve accessibility and connectivity to public transport infrastructure - in conjunction with PTA.	All streets with bus stops to have a footpath by 2031. Using PTA stop data, identify priority stops without shelter or seating and agree an upgrade timeline with PTA (see also action 1.6).
1.3 Long-Term Cycle Network (LTCN) development - with priority for routes that are eligible for Federal and State Government funding.	In addition to funded routes: all gaps in existing LTCN routes to be upgraded with infrastructure appropriate to route hierarchy, progressively as part of routine road maintenance and renewal programs. This will ensure the network improves continuously at marginal cost.
1.4 Install improved sustainable transport support infrastructure such as bike stations and end of trip facilities at key locations.	All shopping centres and activity centres to have public bike and eRideable parking and charging facilities. All upgrades to City-owned buildings and bathrooms to include end-of-trip facilities as standard.
1.5 Expand local wayfinding signs to ease navigation for pedestrians, cyclists, and public transport users within the City.	Adopt a wayfinding signage program with a published delivery timeline, prioritised by the destinations audit in 1.1.
1.6 Work with PTA to improve comfort and safety by upgrading bus stops	Identify priority stops from PTA patronage and amenity data within 12 months; publish the upgrade schedule, including the PTA subsidy contribution per stop.

with amenities such as seats, shelters, and lighting, where suitable.	
1.9 Provide sustainable transport infrastructure at City events to encourage active transport.	All City events to provide priority bike parking, publish riding and walking access maps in event communications, and locate active transport access closer than car parking.
Appendix 4 discusses eRideables; no action addresses them.	Add an action: provide secure eRideable and bike parking with charging at activity centres, and City facilities (extending 1.4); include eRideable devices in count data and performance measures; deliver eRideable safety education in partnership with the WeRideable program (WestCycle and the Road Safety Commission), extending action 3.4.
3.1-3.4 Education programs (community focus).	Add a staff capability action: training for City engineers, designers and project managers in current active transport infrastructure standards (e.g. Planning and Designing for Bike Riding in WA), so internally delivered projects reflect current practice.

The partnership actions (2.1–2.6) are appropriately framed as advocacy. WestCycle notes it works directly with Main Roads WA, DTMI and the PTA on the matters in actions 2.1–2.4, and can support the City's advocacy with evidence and coordinated representation.

SECTION 2 SUBURB-LEVEL EVIDENCE FOR THE IMPLEMENTATION PLAN

Page 15 of the Strategy states that a detailed analysis of crash data by suburb will be completed to support the Implementation Plan. WestCycle has prepared this analysis and provides it with this submission: an Active Transport Context Atlas covering all seven suburbs, integrating ABS Census and SEIFA data (2021), Main Roads WA crash data (2019–2023), school and activity centre locations, posted speed limits, and the current status of every Long-Term Cycle Network route (August 2026).

City-wide, of the 112 km of planned LTCN routes in Belmont, 29.6% is built to an adequate standard, 40.6% needs improvement, and 29.8% is not built. Between 2019 and 2023 there were 101 crashes involving a person walking or riding a bike in the City, a rate of 21.4 per 10,000 residents. Key findings for the Implementation Plan:

- Rivervale warrants first priority. It recorded 39 vulnerable-user crashes (20 involving bike riders, 19 involving walkers), more than double any other suburb, while only 28.2% of its planned network is adequate. Its residents are among the most dependent on

active and public transport in the City: 8.9% of households are car-free and 15.1% of workers commute by public transport.
- Belmont suburb has the weakest network. 10.9% of planned routes are adequate and 43.9% are not built - the highest unbuilt share in the City. Its MARKYT scorecard result (58) is below the City average, consistent with the infrastructure data.
- Crashes concentrate on higher-speed state roads. Crash locations cluster along Great Eastern Highway, Orrong Road and other 60 km/h-plus corridors, consistent with the Strategy's own heatmap and its speed-survival evidence. This supports actions 2.1 (speed reductions), 2.2 (signal upgrades) and 2.3 (state road advocacy), and strengthens the case for pursuing them with timelines.
- Car-free households depend on this network now. 7.6% of Belmont households have no registered motor vehicle, against 4.9% across Greater Perth, rising to 9.0% in Redcliffe. Network adequacy is a daily access issue for these residents, not a future aspiration.

WestCycle can provide the atlas pages in the Appendix as print-ready A3 sheets for each suburb, as well as the underlying data, to City officers and Elected Members on request.

SECTION 3 ADDITIONAL MATTERS

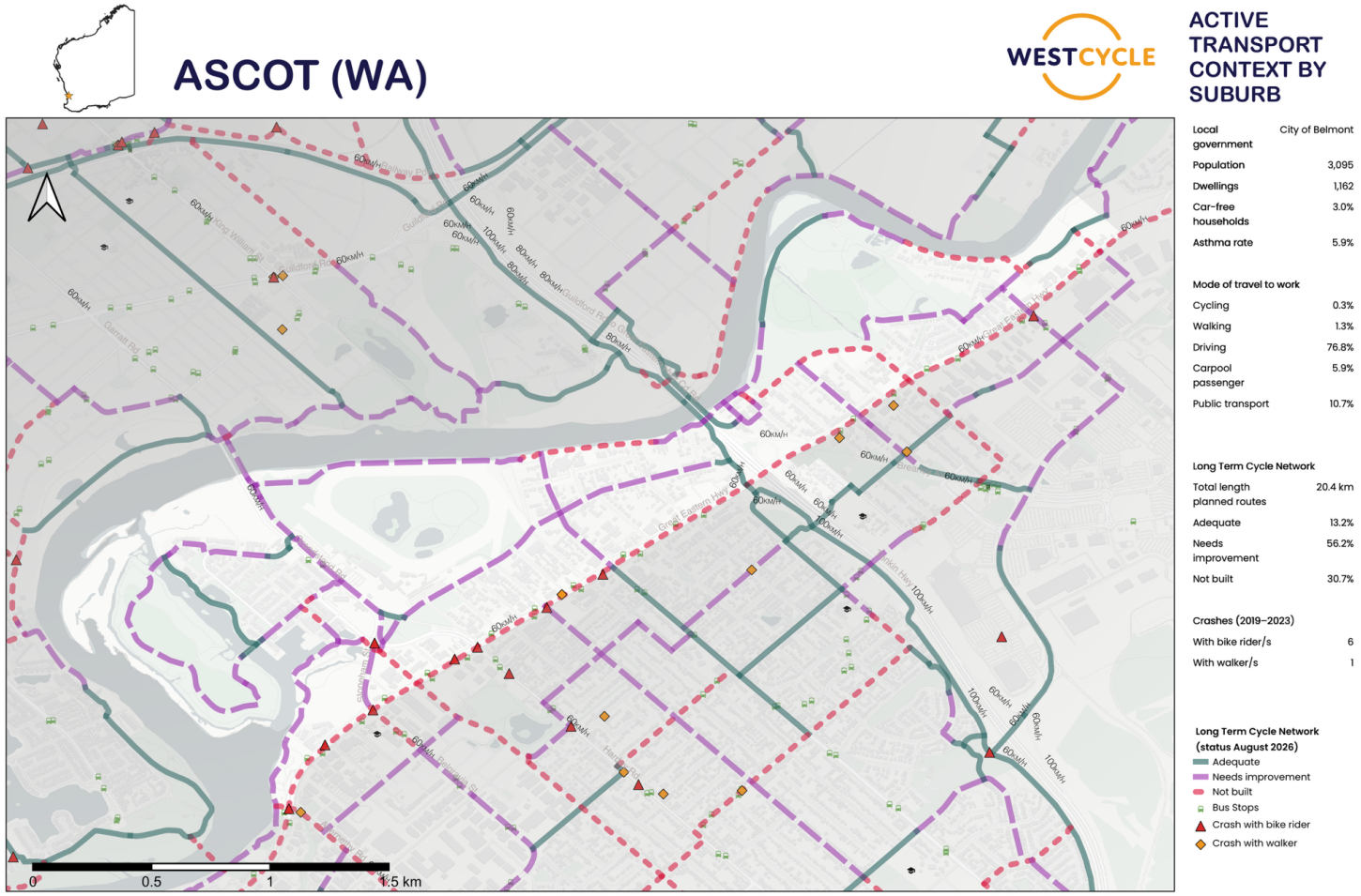
- Access and Inclusion Plan alignment. Action 1.7 (universal access design principles) overlaps outcomes already committed in the City's Access and Inclusion Plan 2022–2026; the Implementation Plan should cross-reference rather than duplicate, and extend to the successor AIP.
- Baseline for reporting. The performance measures on page 31 lack 2026 baseline values. The figures in this submission (network adequacy, crash counts 2019–2023, and mode share by suburb) can serve as the baseline so that reporting in 2031 measures change.
- Surrey Road Safe Active Street. WestCycle supports the identified improvements (blue patch reapplication, 30 km/h approach signage) and recommends they be programmed with a date rather than listed as opportunities.
- Latent demand. The Strategy's own engagement documents the gap between current and potential use: 0.8% of Belmont workers ride to work, while 60% of engagement respondents said they would choose to cycle if barriers were removed. Census journey-to-work data also excludes non-commute trips, which make up the majority of riding. WestCycle recommends the Implementation Plan include a latent demand assessment so routes are prioritised by potential use. Infrastructure planning tools being developed under the National Cycling Data Portal are designed for this purpose; WestCycle is pursuing access to these tools and can work with the City on their application to Belmont.
- eRideables. As the state's representative body for eRideable users, WestCycle notes the Strategy discusses eRideables (Appendix 4) but sets no action for them. The table in Section 1 proposes parking, counting and education commitments. ERideable riders are vulnerable road users under WA transport regulation and policy; the lower-speed

environments and separated infrastructure recommended throughout this submission serve them directly.

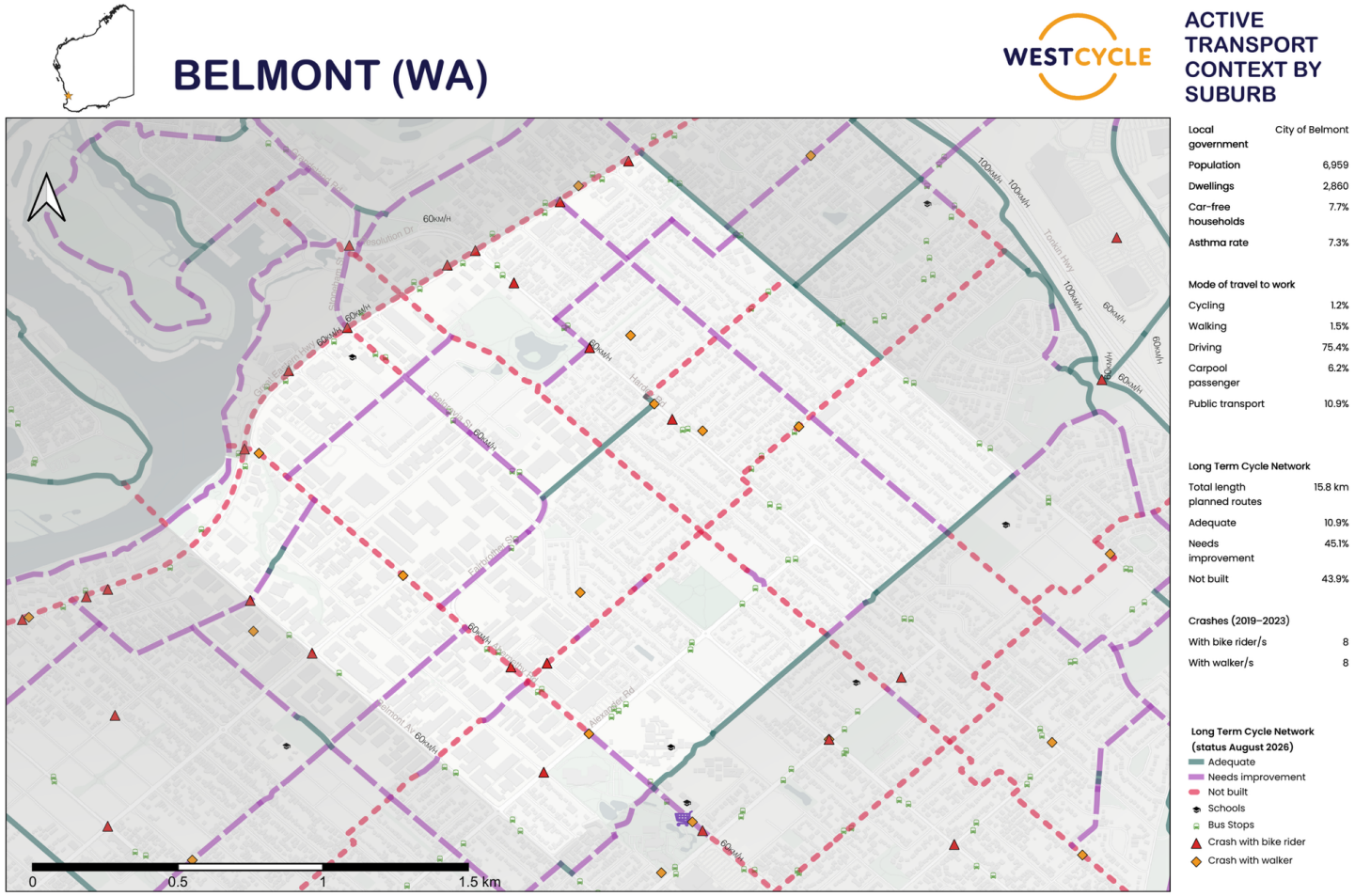
OFFER OF ASSISTANCE

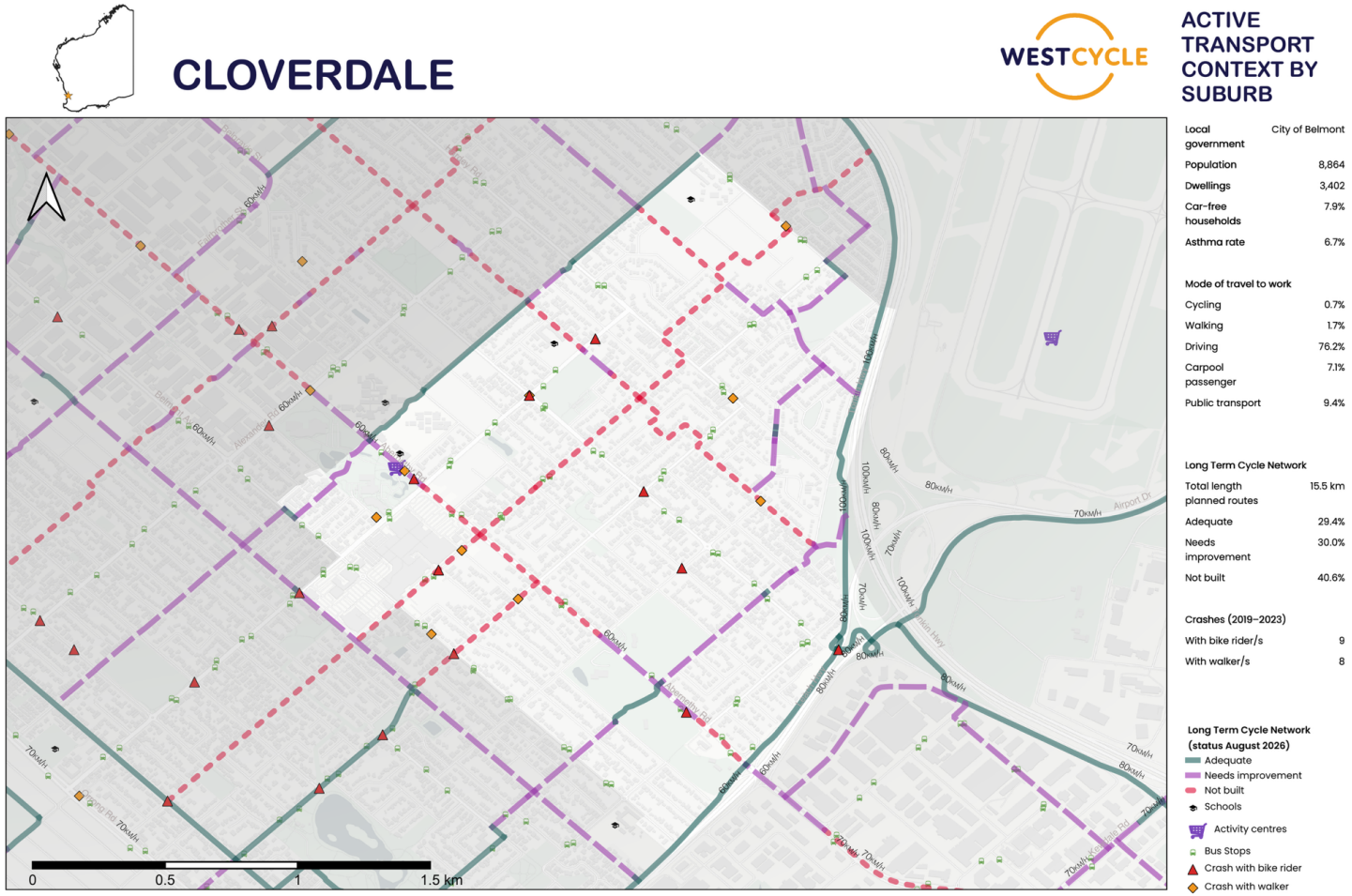
WestCycle can discuss this analysis to City officers or Council, provide the data underlying the atlas (see Appendix) and assist with prioritisation for the Implementation Plan. We would welcome the opportunity to continue working with the City of Belmont on the Strategy's delivery.

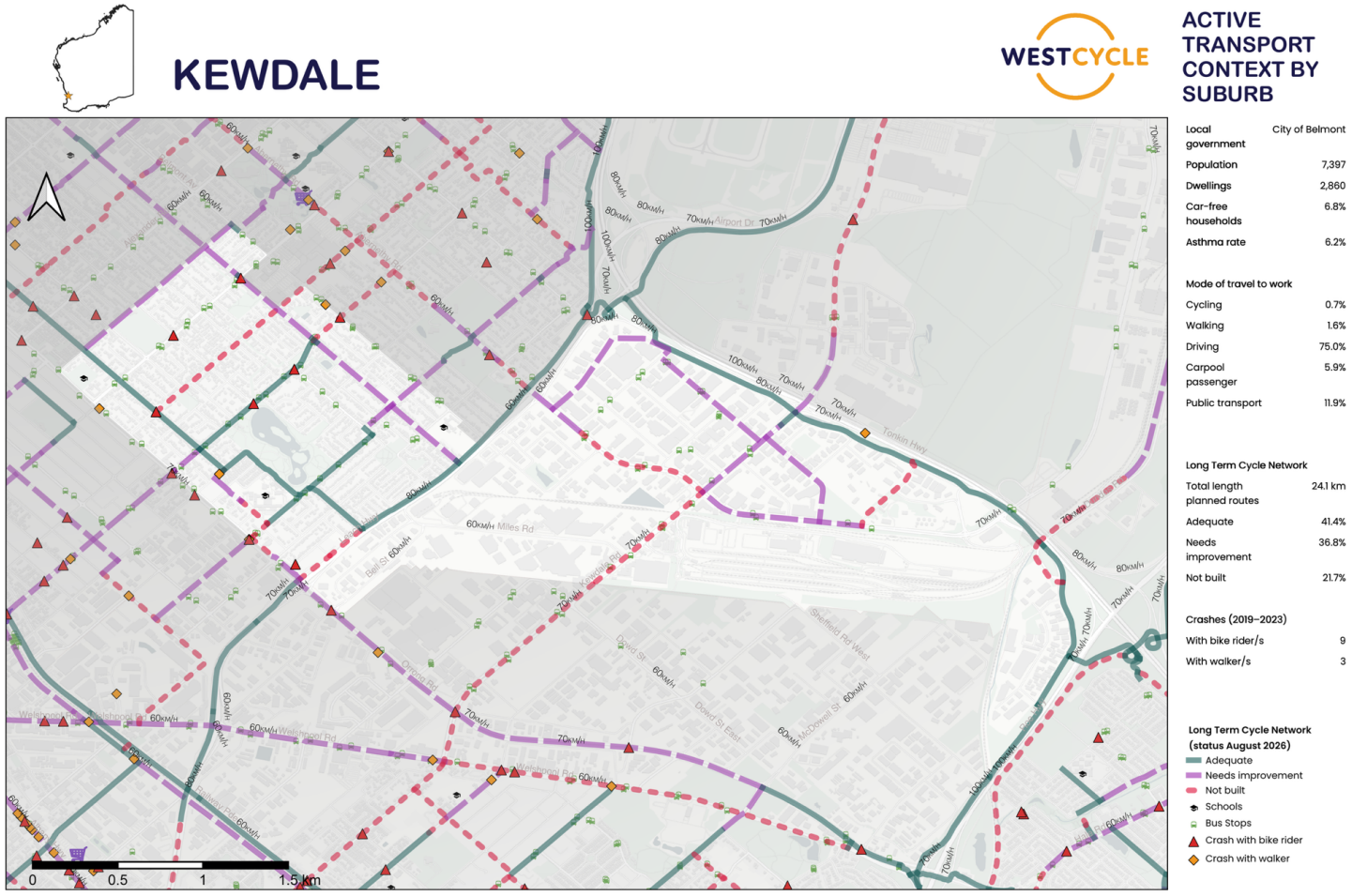
APPENDIX: ACTIVE TRANSPORT CONTEXT ATLAS – CITY OF BELMONT, BY SUBURB

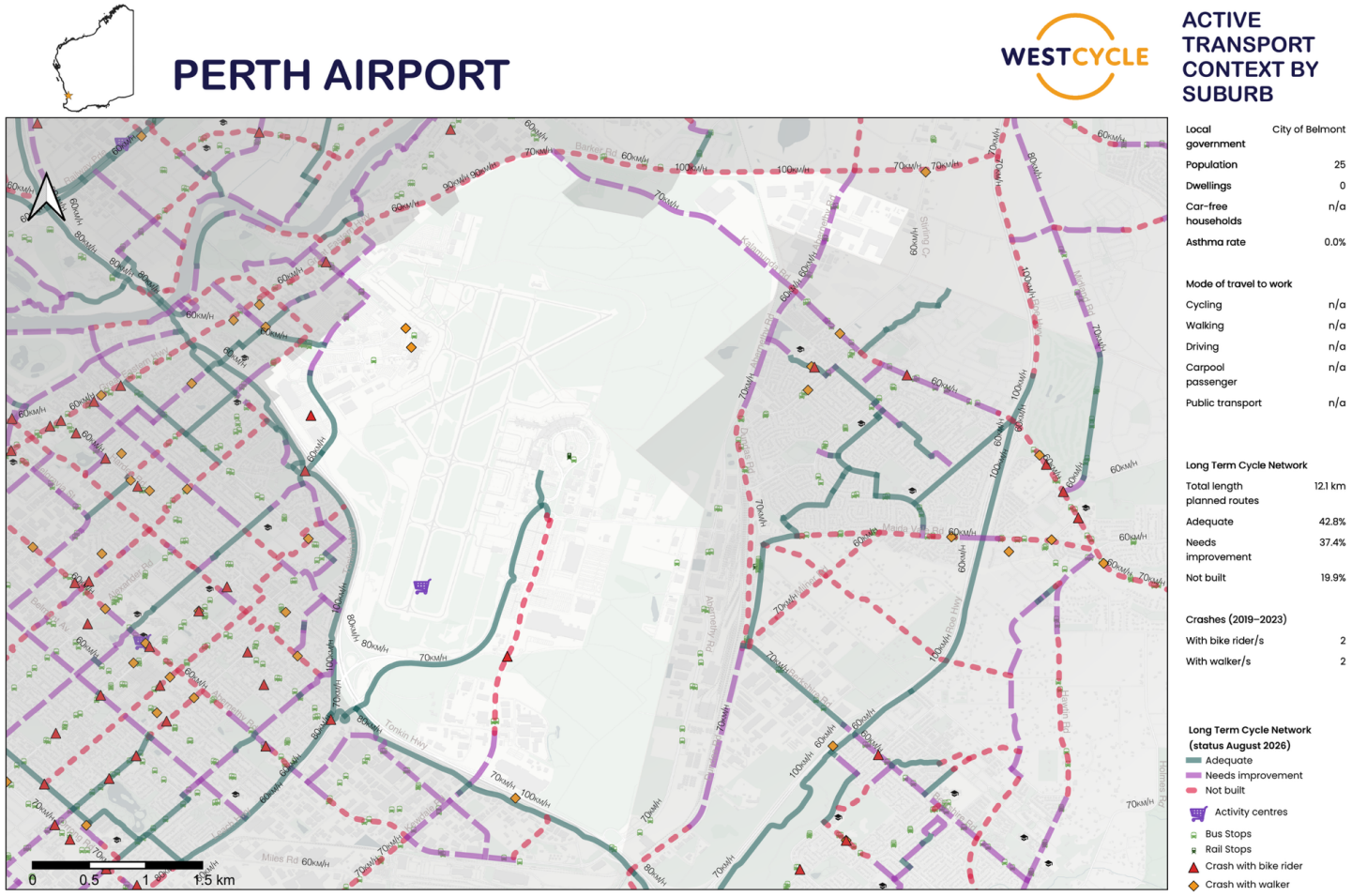


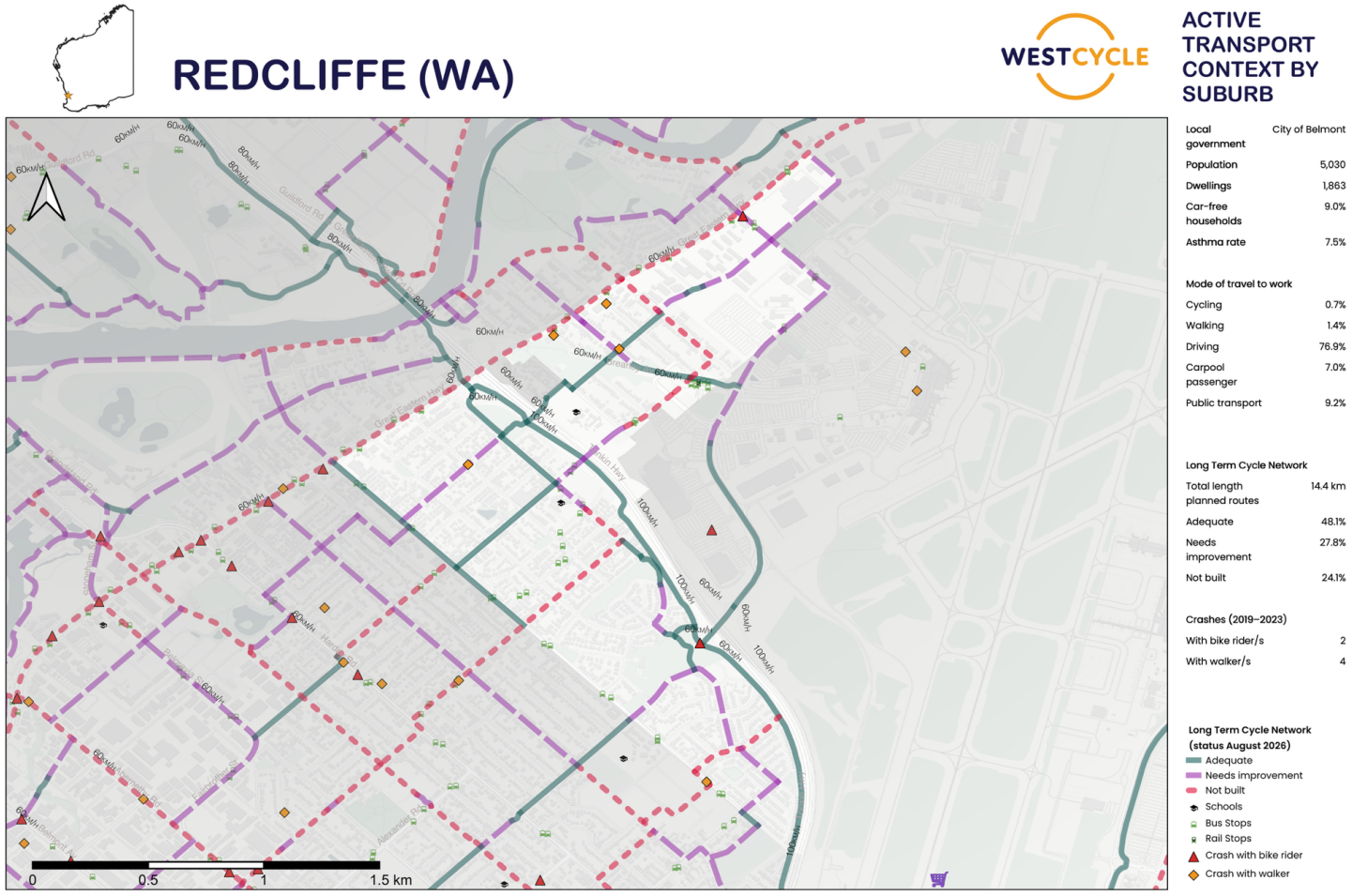
Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50

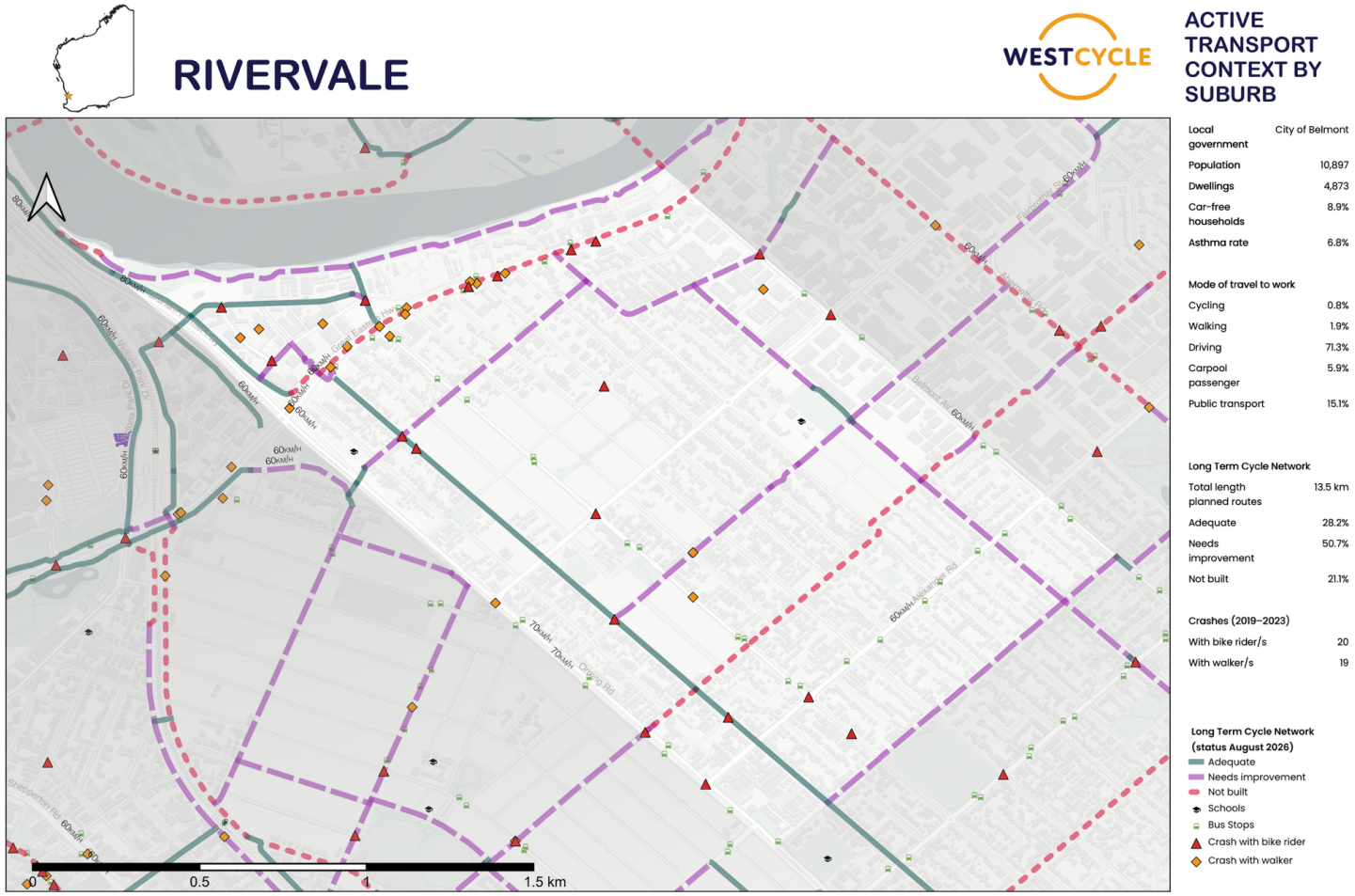

BELMONT (WA)
WESTCYCLE
ACTIVE TRANSPORT CONTEXT BY SUBURB
Local government City of Belmont
Population 6,959
Dwellings 2,860
Car-free households 7.7%
Asthma rate 7.3%
Mode of travel to work
Cycling 1.2%
Walking 1.5%
Driving 75.4%
Carpool passenger 6.2%
Public transport 10.9%
Long Term Cycle Network
Total length planned routes 15.8 km
Adequate 10.9%
Needs improvement 45.1%
Not built 43.9%
Crashes (2019–2023)
With bike rider/s 8
With walker/s 8
Long Term Cycle Network (status August 2026)
Adequate
Needs improvement
Not built
Schools
Bus Stops
Crash with bike rider
Crash with walker
0
0.5
1
1.5 km
Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50


CLOVERDALE
WESTCYCLE
ACTIVE TRANSPORT CONTEXT BY SUBURB
Local government City of Belmont
Population 8,864
Dwellings 3,402
Car-free households 7.9%
Asthma rate 6.7%
Mode of travel to work
Cycling 0.7%
Walking 1.7%
Driving 76.2%
Carpool passenger 7.1%
Public transport 9.4%
Long Term Cycle Network
Total length planned routes 15.5 km
Adequate 29.4%
Needs improvement 30.0%
Not built 40.6%
Crashes (2019–2023)
With bike rider/s 9
With walker/s 8
Long Term Cycle Network (status August 2026)
Adequate
Needs improvement
Not built
Schools
Activity centres
Bus Stops
Crash with bike rider
Crash with walker
0
0.5
1
1.5 km
Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50


KEWDALE
WESTCYCLE
ACTIVE TRANSPORT CONTEXT BY SUBURB
Local government City of Belmont
Population 7,397
Dwellings 2,860
Car-free households 6.8%
Asthma rate 6.2%
Mode of travel to work
Cycling 0.7%
Walking 1.6%
Driving 75.0%
Carpool passenger 5.9%
Public transport 11.9%
Long Term Cycle Network
Total length planned routes 24.1 km
Adequate 41.4%
Needs improvement 36.8%
Not built 21.7%
Crashes (2019–2023)
With bike rider/s 9
With walker/s 3
Long Term Cycle Network (status August 2026)
Adequate
Needs improvement
Not built
Schools
Bus Stops
Crash with bike rider
Crash with walker
0 0.5 1 1.5 km
Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50


PERTH AIRPORT
WESTCYCLE
ACTIVE TRANSPORT CONTEXT BY SUBURB
Local government City of Belmont
Population 25
Dwellings 0
Car-free households n/a
Asthma rate 0.0%
Mode of travel to work
Cycling n/a
Walking n/a
Driving n/a
Carpool passenger n/a
Public transport n/a
Long Term Cycle Network
Total length planned routes 12.1 km
Adequate 42.8%
Needs improvement 37.4%
Not built 19.9%
Crashes (2019–2023)
With bike rider/s 2
With walker/s 2
Long Term Cycle Network (status August 2026)
Adequate
Needs improvement
Not built
Activity centres
Bus Stops
Rail Stops
Crash with bike rider
Crash with walker
0 0.5 1 1.5 km
Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50


REDCLIFFE (WA)
WESTCYCLE
ACTIVE TRANSPORT CONTEXT BY SUBURB
Local government City of Belmont
Population 5,030
Dwellings 1,863
Car-free households 9.0%
Asthma rate 7.5%
Mode of travel to work
Cycling 0.7%
Walking 1.4%
Driving 76.9%
Carpool passenger 7.0%
Public transport 9.2%
Long Term Cycle Network
Total length planned routes 14.4 km
Adequate 48.1%
Needs improvement 27.8%
Not built 24.1%
Crashes (2019–2023)
With bike rider/s 2
With walker/s 4
Long Term Cycle Network (status August 2026)
Adequate
Needs improvement
Not built
Schools
Bus Stops
Rail Stops
Crash with bike rider
Crash with walker
0 0.5 1 1.5 km
Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50


RIVERVALE
WESTCYCLE
ACTIVE TRANSPORT CONTEXT BY SUBURB
Local government City of Belmont
Population 10,897
Dwellings 4,873
Car-free households 8.9%
Asthma rate 6.8%
Mode of travel to work
Cycling 0.8%
Walking 1.9%
Driving 71.3%
Carpool passenger 5.9%
Public transport 15.1%
Long Term Cycle Network
Total length planned routes 13.5 km
Adequate 28.2%
Needs improvement 50.7%
Not built 21.1%
Crashes (2019–2023)
With bike rider/s 20
With walker/s 19
Long Term Cycle Network (status August 2026)
Adequate
Needs improvement
Not built
Schools
Bus Stops
Crash with bike rider
Crash with walker
0
0.5
1
1.5 km
Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50

Response

1. Adopt measurable targets and timelines for the key actions in each focus area (Section 1, table).

The purpose of the STS is to provide a strategic framework to guide the City towards a more sustainable transport network. The Implementation Plan is an operational plan that will be prepared following Council's endorsement of the Strategy.

The Implementation Plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these.

2. Use the attached suburb-level analysis as an input to the Implementation Plan, and prioritise Rivervale and Belmont for early investment (Section 2).

The information provided on crash analysis by suburb is useful and appreciated. The City notes the importance of distinguishing between vulnerable user crashes reported on State Government and Local Government-controlled roads. Both are important to the City, but different approaches are required by the City to address City-owned and State-owned roads – as acknowledged in the Strategy.

The 2026 ABS census recently undertaken will provide greater understanding of travel patterns, access to a registered motor vehicle etc. And these will be assessed as part of the development of the Implementation Plan.

3. Add a staff capability action: active transport infrastructure training for City engineers and designers.

Training, where required, is normal operational practice for the City. City designers are well-versed in universal access principles. The City's Sustainable Transport Officer keeps abreast of design standards and developments relating to active transport.

4. Set the Implementation Plan baseline from the data in this submission and or previous transport plans the City has had developed, so progress in 2031 is assessable against 2026 conditions.

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these.

5. Extend the actions to eRideables: secure parking and charging at key destinations, inclusion in count data, and safety education delivered with existing programs (Section 3).

Key Actions 1.4, 2.5 and 2.6 cover eRideables, with these devices already identified in the STS as a mode of sustainable transport.

6. Include a latent demand assessment in the Implementation Plan so routes are prioritised by potential use, not only current use (Section 3).

The development of the LTCN adopted by Council in 2020 identified routes that considered latent demand. Implementation will consider latent demand in the prioritisation of routes of the LTCN. Development of any LTCN will amount to a major project requiring external funding support. Proposed LTCN projects will therefore respond to the relevant criteria as set out in grant funding opportunities. This is as acknowledged in the Strategy.

Section 3 Additional matters – where not raised in the points above

- Access and Inclusion Plan alignment. Action 1.7 (universal access design principles) overlaps outcomes already committed in the City's Access and Inclusion Plan 2022 2026; the Implementation Plan should cross-reference rather than duplicate, and extend to the successor AIP.

The AIP and the STS are complementary. The AIP focuses on accessibility and inclusion, particularly for people with disability; while the STS focuses on the broader transport network and sustainable travel outcomes for the whole community

- Surrey Road Safe Active Street. WestCycle supports the identified improvements (blue patch reapplication, 30 km/h approach signage) and recommends they be programmed with a date rather than listed as opportunities.

Programming of works will be developed in the Implementation Plan.

- WestCycle recommends the Implementation Plan include a latent demand assessment so routes are prioritised by potential use. Infrastructure planning tools being developed under the National Cycling Data Portal are designed for this purpose; WestCycle is pursuing access to these tools and can work with the City on their application to Belmont.

Latent demand will be considered as outlined in the response to point 6 above.

- eRideables. As the state's representative body for eRideable users, WestCycle notes the Strategy discusses eRideables (Appendix 4) but sets no action for them. The table in Section 1 proposes parking, counting and education commitments. ERideable riders are vulnerable road users under WA transport regulation and policy; the lower-speed environments and separated infrastructure recommended throughout this submission serve them directly.

The City considers eRideables along with bike riders and pedestrians in each of the relevant key actions. See response to point 5 above.

- WestCycle can discuss this analysis to City officers or Council, provide the data underlying the atlas (see Appendix) and assist with prioritisation for the Implementation Plan. We would welcome the opportunity to continue working with the City of Belmont on the Strategy's delivery.

The Atlas pages provided by suburb will be reviewed and the City will advise whether print ready sheets will be required. The City will engage with industry stakeholders, including Westcycle, in the delivery of the STS.

16 August 2026

STS Feedback 8

Submission on Draft Sustainable Transport Strategy 2026–2031

Community submission addressing 35 separately numbered concerns

I support the City's aim of adopting a strong Sustainable Transport Strategy that makes walking, cycling and other sustainable modes safer and more practical choices for people in Belmont. The 2026 draft contains welcome improvements, including clearer allocation of responsibility and a more direct account of what the community said.

However, my review of the 2026 and 2025 drafts, relevant Council records, the engagement process and the City's previous transport strategies has identified 35 distinct concerns. I ask that each concern be recorded, considered and addressed before the Strategy is presented to Council for endorsement.

Table of contents

HOW THIS SUBMISSION SHOULD BE TREATED **4**

A. STRATEGIC DIRECTION, GOVERNANCE AND DELIVERY **5**

1. Measurable five-year outcomes and targets 5
2. Performance measure baselines and success thresholds 5
3. Publication of the Implementation Plan before endorsement 6
4. Council oversight of the Implementation Plan and material changes 6
5. Funding and resourcing of Strategy commitments 7
6. Annual public implementation reporting and action-status register 7
7. Ongoing community oversight after adoption 8

B. PREVIOUS STRATEGIES AND CONTINUITY **9**

8. Incorrect historical date for Belmont on the Move 9
9. Formal status of Belmont on the Move 9
10. Action-level reconciliation of previous transport plans 9
11. Lessons learned from previous Belmont transport strategies 10
12. LTCN – aspirational network versus delivery programme 11
13. Identifiable active-transport projects and delivery periods 11
14. School and student active-travel programme 12

C. EVIDENCE, SAFETY AND ENVIRONMENTAL OUTCOMES **13**

15. Evidence and analysis removed from the 2025 draft 13
16. Belmont-specific road-safety outcome 13
17. Community safety, lighting, secure bike storage and crime prevention 14
18. Weakened environmental and climate accountability 14
19. Transport emissions indicator and target 15

D. STAGE 2 CONSULTATION – COMMUNICATION, REACH AND ACCESSIBILITY **16**

20. Stage 2 was not clearly communicated as an opportunity to influence the draft 16
21. Stage 1 engagement and Stage 2 draft consultation were not clearly distinguished 16
22. Missing or unclear consultation mechanics at commencement 17
23. Digital discoverability and broken project continuity 17

24. Belmont Bulletin omission – accessibility and consultation reach 18
25. Failure to initially notify October 2024 participants 19
26. Remedial action does not establish that the original process was adequate 20
E. ENGAGEMENT FRAMEWORK AND GOVERNANCE 21
27. Engagement Strategy omitted from supporting strategies 21
28. Compliance with the City's engagement framework 22
F. DEMONSTRATING COMMUNITY INFLUENCE 23
29. Traceability of October 2024 feedback into draft actions 23
30. Traceability and disposition of Stage 2 feedback 23
G. STAGE 2 REPORTING AND ENDORSEMENT 24
31. Complete Stage 2 engagement outcomes report 24
32. Amendment schedule – July 2026 draft to proposed final Strategy 24
33. Visibility of significant feedback not resulting in amendments 25
34. Stage 2 must be recorded in the final Strategy 25
35. Accountability material must be public before Council endorsement 26
CONCLUSION 27

How this submission should be treated

> **This is one submission containing 35 separate concerns.**

The headings below group related matters for readability only. **Each numbered point raises a different concern and has a different requested outcome.**

I specifically ask that:

- each numbered concern from 1 to 35 be recorded and assessed separately;
- the City's engagement outcomes report or schedule of submissions show a response against **each individual number**;
- related concerns not be amalgamated into a single response merely because they concern the same broad subject;
- if a concern is accepted, partly accepted, not accepted or considered already addressed, that position be identified separately for that concern;
- where a change is proposed, the corresponding amendment or action be identified; and
- where no change is proposed, the reason be provided.

This is important because resolving one concern does not necessarily resolve another. For example, adding the Engagement Strategy to a list of supporting strategies would address the documentary omission identified below, but it would not answer the separate question of whether the engagement process itself complied with that Strategy.

A. Strategic direction, governance and delivery

1. Measurable five-year outcomes and targets

The Strategy needs measurable five-year outcomes and targets.

The Strategy says there is a need to reduce private vehicle use, shift travel behaviour towards sustainable modes, improve safety and make active transport a safe and accessible option for all members of the community. However, it does not state how much change the City expects the Strategy to achieve by 2031.

This is particularly concerning because, at the June 2025 Agenda Briefing Forum, the City expressly stated that it was **not setting particular targets in the Strategy itself**, with benchmark data instead to be collected and reported annually.

A Strategy can be monitored without ever establishing whether it succeeded. Measuring something is not the same as establishing the result that is intended.

> **Requested outcome:** Include measurable five-year strategic outcomes and appropriate numerical targets for the central objectives of the Strategy, including sustainable mode uptake, private vehicle dependence and safety.

2. Performance measure baselines and success thresholds

Performance measures need baselines, definitions and success thresholds.

The draft says the effectiveness of the Strategy will be evaluated through performance measures and informing data and that progress will be reported through the Corporate Business Plan and annual reporting processes.

Those measures need more than data sources.

For each measure it should be possible to determine:

- where Belmont is starting from;
- exactly what is being measured;
- how it will be calculated;
- how often it will be reported;
- what level of improvement is sought; and
- what result would constitute success or failure by 2031.

Without this information, later reporting could show changes in numbers without establishing whether the Strategy has delivered its intended outcome.

> **Requested outcome:** Add a baseline, measurement definition, reporting frequency and target or defined success threshold for each performance measure.

3. Publication of the Implementation Plan before endorsement

The Implementation Plan should be available before Council endorses the Strategy.

Page 31 states that the initiatives identified in the Strategy will be progressed under a detailed Implementation Plan for the five-year lifecycle of the Strategy.

Many important details are therefore deferred from the Strategy into a document that does not accompany the draft now being considered by the community.

That includes matters such as specific project timing, prioritisation and further analysis. For example, the Strategy says footpath gaps will be assessed in the Implementation Plan and that detailed crash analysis will also support its finalisation.

Council is being asked to endorse the strategic direction without seeing much of what will determine how that direction is actually implemented.

> **Requested outcome:** Prepare and publish the Implementation Plan before the Strategy is presented to Council for final endorsement.

4. Council oversight of the Implementation Plan and material changes

Council must retain oversight of the Implementation Plan and material changes to it.

This concern is separate from whether the Implementation Plan is publicly available.

There is a legitimate distinction between strategic decisions for Council and day-to-day operational decisions for the Administration. However, decisions about which major projects will be prioritised, which commitments will be delayed or removed, what targets will apply, and how resources will be directed can materially alter the effect of the Strategy.

The City's own historical discussion of its strategy model is relevant. In 2020, officers discussed moving implementation detail from succinct strategies into operational plans that could be approved administratively rather than by Council.

The current Strategy does not clearly establish what Council oversight will apply to the future Implementation Plan or subsequent material amendments.

> **Requested outcome:** Establish a clear governance and change-control process identifying which changes can be made administratively and which material changes must return to Council.

5. Funding and resourcing of Strategy commitments

Funding and resourcing must be connected to the Strategy's commitments.

The Strategy contains useful information about potential State and Commonwealth grant programs, including funding associated with the Long-Term Cycle Network and active transport.

External grants are valuable, but a five-year City strategy cannot rely primarily on opportunities arising elsewhere.

The Strategy should explain:

- what level of City funding is reasonably expected;
- what staffing and internal resources will be required;
- what actions depend on grants;
- what happens if grants are not obtained; and
- how priorities will be integrated into the Long-Term Financial Plan, Corporate Business Plan and annual budget.

Without this, actions can remain indefinitely conditional on future funding opportunities.

> **Requested outcome:** Include a clear five-year resourcing and funding framework distinguishing anticipated City resources from external funding dependencies.

6. Annual public implementation reporting and action-status register

The Strategy needs a dedicated annual public implementation report and action-status register.

Page 31 states that progress will be reported through the City's Corporate Business Plan and annual reporting processes.

Those corporate processes are useful but do not necessarily allow a resident or Councillor to determine what has happened to every STS action.

A dedicated annual STS status report should make it possible to see whether each action is:

- not commenced;
- underway;
- completed;
- delayed;
- changed; or
- discontinued.

It should also identify expenditure, progress against targets and reasons for significant delay or change.

> **Requested outcome:** Commit within the Strategy to an annual public STS implementation report and action-status register for the full five-year life of the Strategy.

7. Ongoing community oversight after adoption

Community oversight should continue after the Strategy is adopted.

The community's role should not finish when consultation closes.

The City visited Vincent, Stirling, Canning, Melville and Victoria Park specifically to learn what was working and what challenges those councils had experienced. Some peer councils maintain transport-related advisory or working groups involving community members and elected members.

The draft STS does not establish any equivalent ongoing mechanism through which community experience can inform implementation or review progress.

That is particularly important for walking and cycling infrastructure because problems with connectivity, personal safety, crossings and route quality are often apparent to people using the network before they appear in high-level performance data.

> **Requested outcome:** Establish an appropriate ongoing community and elected-member mechanism to provide input into STS implementation and review.

B. Previous strategies and continuity

8. Incorrect historical date for Belmont on the Move

Correct the historical date for Belmont on the Move.

Appendix 1 states:

> *"In 2015, the City introduced Belmont on the Move: Integrated Movement Network Strategy..."*

Council records confirm that **Belmont on the Move was adopted by Council on 23 August 2016**. That date was also confirmed by the Chief Executive Officer at the 28 July 2026 Ordinary Council Meeting.

If there was a preliminary process in 2015, that should be described accurately rather than using a date that could reasonably be understood as the Strategy's commencement or adoption date.

> **Requested outcome:** Correct Appendix 1 to identify the Council adoption date of 23 August 2016 and, if relevant, separately identify any earlier development period.

9. Formal status of Belmont on the Move

The Strategy must accurately explain the formal status of Belmont on the Move.

The City has described Belmont on the Move as having been "largely superseded".

At the 28 July 2026 OCM, the City identified the 2020 Long-Term Cycle Network and 2024 Activity Centre Planning Strategy as later documents that had affected various actions. The response did not identify a Council resolution expressly rescinding or superseding **Belmont on the Move as a whole**.

Expiry of a planning horizon, replacement of particular actions and formal supersession of an adopted Council strategy are not necessarily the same thing.

That distinction matters because the new Strategy itself relies upon the proposition that previous recommendations have been reviewed and consolidated.

> **Requested outcome:** Clearly and accurately state the formal status of Belmont on the Move, distinguishing its planning horizon from any Council decisions that superseded specified actions or subject areas.

10. Action-level reconciliation of previous transport plans

Publish an action-level reconciliation of Belmont on the Move and the Sustainable Transport Plan.

The draft states:

> *"This STS has reviewed the previous recommendations and initiatives of the City's Belmont on the Move: Integrated Movement Network Strategy and previous Sustainable Transport Plan, and consolidated them, ensuring that they have been reviewed for current relevance and modified accordingly."*

That is an important claim, but the evidence necessary to test it is not included.

At the 28 July 2026 OCM, the City confirmed that it undertook an internal review of actions under Belmont on the Move and the Sustainable Transport Plan 2019–2023.

> **Requested outcome:** Publish the underlying action-level reconciliation showing, for each previous commitment, whether it was completed, partly completed, remains outstanding, was discontinued, was superseded or has been transferred into another strategy or the new STS.

11. Lessons learned from previous Belmont transport strategies

The Strategy should identify lessons learned from the City's own previous transport strategies.

The draft records that City officers visited five other local governments to understand "what was working well, lessons learned, and the challenges" associated with sustainable transport.

That is useful.

However, there should be at least as much attention to what can be learned from Belmont's own previous strategies.

For example:

- Which actions were delivered?
- Which were not?
- Why were actions delayed or abandoned?
- Did funding arrangements work?
- Were responsibilities clear?
- Were outcomes measured?
- Did earlier governance arrangements make it difficult to identify what had been achieved?

Without examining those questions, the City risks repeating the weaknesses of earlier plans.

> **Requested outcome:** Include or publish an evaluation of lessons learned from Belmont on the Move and the Sustainable Transport Plan and explain how those lessons informed the design of the new STS.

12. LTCN – aspirational network versus delivery programme

The Long-Term Cycle Network must not be presented as if it is a funded delivery programme.

Appendix 1 helpfully reproduces the 23 June 2020 Council resolution.

That resolution expressly states that endorsement of the LTCN:

- does not commit Council or State Government agencies to deliver all or any part within a particular timeframe; and
- does not commit any party to fund a specific route.

The LTCN is therefore an **aspirational network**, not by itself a delivery programme.

Action 1.3 of the new Strategy nevertheless says simply:

> *"Long-Term Cycle Network (LTCN) development - with priority for routes that are eligible for Federal and State Government funding."*

> **Requested outcome:** Clearly distinguish the aspirational LTCN from actual STS delivery commitments and identify what parts of the network the City intends to progress during 2026–2031.

13. Identifiable active-transport projects and delivery periods

The Strategy needs identifiable active-transport projects, locations and indicative delivery periods.

The community feedback reported in the Strategy is unusually clear.

If barriers were removed, **60% of respondents said they would prefer cycling**. Identified concerns included high-speed roads, busy and insufficient crossings, separated bike paths or lanes and better connectivity.

Yet the five-year Strategy does not identify a clear programme of named cycling projects, routes or locations that will respond to those priorities.

The infrastructure actions mostly use broad verbs such as "improve", "develop", "install" and "expand".

> **Requested outcome:** Identify the priority walking and cycling projects or corridors the City expects to progress during the five-year Strategy, with at least indicative short-, medium- or longer-term delivery periods.

14. School and student active-travel programme

School and student active-travel safety needs an identifiable programme of action.

This issue deserves to be addressed separately from general road safety.

In July 2025 the City confirmed that only **5 of 12 schools** were registered in the Department of Transport's Your Move program and only **2 of those 5** had a Safe Routes to School Access Guide.

The new Strategy refers broadly to improving accessibility and connectivity to educational institutions and identifies State funding opportunities for safe school connections, but it does not establish a measurable City programme for improving active travel to schools.

> **Requested outcome:** Include specific school active-travel commitments, including support for Your Move participation, safe-route planning, identification of school-access barriers and infrastructure responses.

C. Evidence, safety and environmental outcomes

15. Evidence and analysis removed from the 2025 draft

Material evidence and analysis removed from the 2025 draft should not simply disappear.

The 2025 draft contained considerably more supporting analysis, including dedicated sections on:

- travel behaviour costs and benefits;
- global, national and State priorities;
- literature review;
- gaps in the existing network;
- activity-centre planning;
- specific intervention concepts such as Safe Active Streets, Healthy Streets and pop-up bicycle lanes; and
- suburb-level crash data.

A shorter strategy is not inherently worse. A concise strategic document can be useful.

The concern is whether evidence needed to understand why particular actions were chosen, rejected or prioritised has been lost from the public decision-making record.

> **Requested outcome:** Identify substantive evidence removed from the 2025 draft and either retain it, place it in a supporting evidence document or explain why it is no longer required.

16. Belmont-specific road-safety outcome

The Strategy should establish a Belmont-specific road-safety outcome.

The Strategy refers to the WA Road Safety Strategy's objective of reducing people killed or seriously injured by 50–70% by 2030.

It also presents City of Belmont data showing a recent increase in high-severity crashes and states that detailed analysis will be undertaken to identify locations for safety improvements.

However, the STS does not convert this evidence into a measurable Belmont road-safety outcome.

> **Requested outcome:** Adopt a measurable Belmont-specific road-safety outcome or target and connect the proposed crash analysis to a transparent process for prioritising safety interventions.

17. Community safety, lighting, secure bike storage and crime prevention

Community safety, lighting, secure bike storage and crime prevention need identifiable actions.

The Strategy expressly says the community identified **community safety** as a priority, including:

- street lighting;
- bike storage locations; and
- crime prevention.

The survey also identified crime, theft and property damage and lack of street lighting as barriers to active transport.

However, those concerns are not translated into an equally clear community-safety workstream in the 19 actions.

A Strategy cannot reasonably state that these matters were community priorities and then rely on them being indirectly covered by more general infrastructure actions.

> **Requested outcome:** Add specific actions addressing personal security, lighting, secure bicycle parking/storage, theft and crime prevention, with responsibility clearly assigned.

18. Weakened environmental and climate accountability

Environmental and climate accountability has been weakened in the delivery structure.

The 2025 draft expressly structured priority initiatives through the City's sustainability pillars, including **Planet**, and directly identified transport-related emissions as an intended outcome.

The 2026 Strategy still acknowledges the Strategic Community Plan's Planet objectives, including reducing emissions.

However, actual delivery has now been reorganised into:

- Infrastructure;
- Partnerships; and
- Education.

That structure is not inherently wrong, but it makes the direct line between STS actions and environmental outcomes much less visible.

> **Requested outcome:** Restore an explicit action-level connection between the Strategy's initiatives and its environmental and climate objectives.

19. Transport emissions indicator and target

Transport emissions require their own measurable indicator and target.

This is a separate concern from whether environmental objectives are mentioned.

The Strategy says sustainable transport minimises environmental impacts and aligns with the City's objective to reduce emissions.

However, there is no clear transport-emissions target showing whether the Strategy is actually reducing the environmental impact it relies upon as part of its purpose.

> **Requested outcome:** Include an appropriate transport-emissions indicator, baseline and target or defined outcome, or clearly explain what alternative measure will demonstrate the Strategy's contribution to emissions reduction.

D. Stage 2 consultation – communication, reach and accessibility

20. Stage 2 was not clearly communicated as an opportunity to influence the draft

Stage 2 was not initially communicated clearly as an opportunity to influence the draft.

The initial public communication stated that, using community feedback, the City had already "reviewed and updated the draft Strategy to reflect local needs and priorities" and that the Engagement Report and draft Strategy were "available for review".

The 13 July Facebook notice used this wording, and substantially the same wording was repeated through B-News and Belmont Connect.

That wording did not clearly communicate the most important fact: **the draft was open for a new round of public feedback that could result in changes before Council endorsement.**

> **Requested outcome:** Acknowledge this distinction in the final engagement report and ensure future draft consultations expressly state that submissions are open and may influence the document before the decision is made.

21. Stage 1 engagement and Stage 2 draft consultation were not clearly distinguished

October 2024 formative engagement and Stage 2 consultation on the draft must be clearly distinguished.

October 2024 was an engagement exercise intended to understand travel behaviours, barriers and improvements residents wanted to see.

The Strategy records 128 mapping pins from 59 contributors and 199 survey responses from 158 contributors.

That process helped inform development of the Strategy.

It was **not the same thing** as asking the community to consider the resulting draft Strategy and decide whether its actions, targets, governance and priorities were adequate.

The City's early Stage 2 messaging blurred those two processes by leading with the fact that community feedback had already been incorporated.

> **Requested outcome:** Clearly identify Stage 1 formative engagement and Stage 2 consultation on the draft as two distinct stages throughout the final Strategy, Engagement Report and Council report.

22. Missing or unclear consultation mechanics at commencement

The original Stage 2 communication did not clearly provide the basic mechanics of consultation.

A resident encountering a consultation notice should not have to investigate whether a submission process exists.

The initial communication should have clearly and prominently stated:

- that submissions or feedback were open;
- the closing date and time;
- how feedback could be provided;
- where the draft could be read; and
- that feedback would be reviewed before Council considered endorsement.

These were specifically the details that required later clarification.

> **Requested outcome:** Record in the Stage 2 engagement report what information was contained in the original notices, what was later corrected, and how the City's future consultation procedures will ensure these basic details are present from commencement.

23. Digital discoverability and broken project continuity

Digital discoverability of the consultation was inadequate.

The consultation was originally conducted under a Belmont Connect address referring to the **Sustainable Transport Plan**. The project later became the **Sustainable Transport Strategy**, and the former address produced a Page Not Found error.

This was raised directly at the 28 July 2026 OCM. The response that the new Strategy could be found through the City's website did not answer whether ordinary internet searches and old links successfully redirected residents to the current consultation page.

This matters because people who participated in the earlier project, bookmarked it, found an old search result or followed an older external link could reasonably expect that link to continue directing them to the same project.

> **Requested outcome:** Explain the URL-change and redirect process, identify what testing was undertaken, and adopt a process requiring permanent redirects and ordinary-search testing where public engagement projects are renamed.

24. Belmont Bulletin omission – accessibility and consultation reach

Failure to advertise Stage 2 in the Belmont Bulletin created a separate accessibility and reach problem.

The Stage 2 consultation was not advertised in the Belmont Bulletin distributed during the consultation period.

This is not simply another example of insufficient promotion through one optional channel.

The City has previously stated that the Belmont Bulletin goes to **every residential letterbox** and therefore gives all residents an opportunity to find important City information. More recently, the City has confirmed that the Bulletin continues to be distributed to residences throughout the City.

The City's own material also treats the Belmont Bulletin as an important communication channel and has linked improvements to the publication with accessibility and making City information easier to understand.

That makes its omission particularly important for residents who:

- do not use Facebook or other social media;
- are not subscribed to B-News;
- do not regularly visit Belmont Connect;
- are less digitally confident;
- have not previously participated in the project; or
- reasonably rely upon the City's printed publication for important local information.

Council records indicate that the Bulletin is prepared well in advance of distribution. If production timing made inclusion difficult, that should have been considered when Stage 2 engagement was planned or compensated for through an equivalent broadly accessible non-digital communication method.

This issue is particularly relevant to the City's own engagement commitments to identify barriers to participation, try to include people who are hard to reach, and provide people with the information they need to participate meaningfully.

> **Requested outcome:** The Stage 2 report should identify whether use of the Belmont Bulletin was considered, why the consultation was not advertised through it, what equivalent non-digital method was used to reach residents, and how future engagement planning will ensure that major City-wide consultations are accessible to residents who do not rely on digital channels.

25. Failure to initially notify October 2024 participants

October 2024 participants were not initially directly notified when the draft became available.

The October 2024 participants were the people whose feedback the City says helped shape the Strategy.

They were therefore an obvious group to notify when the resulting draft became available for review.

Direct notification did eventually occur after concerns were raised, but it should have formed part of the original Stage 2 engagement design.

Otherwise the engagement process can ask people for formative input, use that input to develop a document, and then fail to bring those same participants back when they finally have an opportunity to see whether their concerns were properly translated into the draft.

> **Requested outcome:** Record the timing of direct notification in the Stage 2 chronology and adopt an expectation that participants in an initial engagement stage are directly notified when a resulting draft proceeds to formal public review.

26. Remedial action does not establish that the original process was adequate

Later remedial action should not be treated as proving the original consultation process was adequate.

The City subsequently made useful corrections, including extending the consultation period, updating public information and notifying previous participants.

Those actions should be acknowledged positively.

However:

a problem that is corrected after it is identified still occurred.

The final Engagement Report should therefore not simply describe the consultation as though all of the corrected information and extended period had existed from commencement.

That would lose important information about how accessible the consultation originally was and why remediation became necessary.

> **Requested outcome:** Present an accurate chronology distinguishing:

1. the original Stage 2 process;
2. concerns identified;
3. corrective actions taken; and
4. the extended opportunity subsequently provided.

E. Engagement framework and governance

27. Engagement Strategy omitted from supporting strategies

The City of Belmont Engagement Strategy should be included in Appendix 2 – Supporting Strategies.

The STS says it aligns with and is supported by a number of City strategies and directs readers to Appendix 2.

However, the City's own **Engagement Strategy 2023 & Beyond** is not identified as a supporting strategy.

That omission is difficult to understand given how heavily the STS relies upon community engagement as part of its evidence base and justification.

Council Policy CP55 also identifies the City of Belmont Engagement Strategy 2023 & Beyond as part of the City's engagement framework.

> **Requested outcome:** Add the City of Belmont Engagement Strategy 2023 & Beyond to Appendix 2 and appropriately reference it in the Strategy's engagement and implementation framework.

28. Compliance with the City's engagement framework

The Strategy must demonstrate how engagement complies with the City's engagement framework, not merely add the Engagement Strategy to a list.

This is a different concern from point 27.

Simply adding the Engagement Strategy to Appendix 2 would not demonstrate compliance with it.

The City's engagement framework includes commitments to:

- keep the community informed;
- engage at an appropriate level;
- identify barriers to participation;
- try to include people who are hard to reach;
- provide the information necessary for meaningful participation;
- include engagement results in decision-making;
- close the loop by reporting outcomes; and
- not conduct engagement where there is no scope for community input to influence a decision.

These commitments are directly relevant to development of the STS and its Stage 2 consultation.

> **Requested outcome:** Demonstrate in the final engagement material how the STS process complied with the City's engagement framework, including how identified participation barriers were addressed and how the community will be shown what changed because of its input.

F. Demonstrating community influence

29. Traceability of October 2024 feedback into draft actions

October 2024 feedback should be traceable to the actions in the draft Strategy.

The Strategy says that the feedback gathered plays a crucial role in shaping facilities and services and identifies clear community priorities.

But the draft does not provide an auditable pathway showing how those concerns became particular STS actions.

For example, the community identified separated bicycle infrastructure, better connectivity, crossings, lighting, theft and crime concerns. A reader should be able to see exactly which actions respond to each of those priorities.

A summary of what people said is not the same thing as demonstrating what their feedback changed.

> **Requested outcome:** Publish a traceability table showing:

community issue or priority → evidence received → relevant STS action or amendment → reason where no corresponding action was included.

30. Traceability and disposition of Stage 2 feedback

Stage 2 feedback must be traceable to the final Strategy, including reasons for non-adoption.

Stage 2 should now be subject to the same test.

It is not sufficient for the City to state that all submissions were “considered”.

For each substantive issue or theme raised during Stage 2, the community and Council should be able to see:

- what was raised;
- how officers assessed it;
- whether it was accepted, partly accepted or not accepted;
- what change resulted; and
- why no change was made where the issue was not accepted.

> **Requested outcome:** Publish a Stage 2 submission-disposition matrix linking substantive feedback directly to the proposed final Strategy.

G. Stage 2 reporting and endorsement

31. Complete Stage 2 engagement outcomes report

A complete Stage 2 engagement outcomes report should be published.

Before Council is asked to endorse the Strategy, the City should publish a complete account of Stage 2.

It should include:

- participation and submission numbers;
- methods of participation;
- substantive themes raised;
- the consultation chronology;
- communication changes and the extension;
- officer assessment of the issues; and
- how the results informed the proposed final Strategy.

> **Requested outcome:** Publish the complete Stage 2 engagement outcomes report as part of the material available before final Council consideration.

32. Amendment schedule – July 2026 draft to proposed final Strategy

A complete amendment schedule should compare the July 2026 draft with the proposed final Strategy.

An engagement report explains what people said.

An amendment schedule answers a different question:

What exactly is Council being asked to endorse that is different from the draft the public reviewed?

These documents should not be conflated.

> **Requested outcome:** Publish a complete schedule of substantive amendments identifying:

- the relevant page, section or action;
- the July 2026 wording or position;
- the proposed final wording or position; and
- the reason for the change.

The reason should also indicate whether the amendment arose from community feedback, officer review, updated evidence, an external stakeholder or another source.

33. Visibility of significant feedback not resulting in amendments

Significant Stage 2 concerns that do not result in amendments must be visible.

An amendment schedule naturally shows what changed.

It does not show important issues the City decided **not** to change.

That information is equally important to Council.

Otherwise a substantial issue could have been raised by multiple submitters, considered by the Administration and rejected, yet never be apparent to an elected member reading only the final Strategy and its list of amendments.

> **Requested outcome:** Separately identify significant Stage 2 concerns that did not result in amendment and provide the officer reasoning for retaining the existing position.

34. Stage 2 must be recorded in the final Strategy

The final Strategy itself must record Stage 2 engagement.

The current Engagement section describes the October 2024 exercise in detail.

Once Stage 2 has occurred, that is no longer the complete engagement history of the Strategy.

The final document should not continue to present the formative October 2024 exercise as though it represents the entirety of community engagement undertaken in developing the Strategy.

> **Requested outcome:** Update the final Strategy's Engagement section to clearly record both:

1. the October 2024 formative engagement; and
2. the 2026 Stage 2 consultation on the draft,

including dates, participation, major themes and the effect Stage 2 had on the final document.

35. Accountability material must be public before Council endorsement

Council should not be asked to endorse the Strategy until the Stage 2 accountability material is public.

This final concern is about **sequencing**, not simply whether reports will eventually exist.

If the Engagement Report, disposition of submissions and amendment schedule are published only at or after endorsement, the community cannot see the effect of its submissions before the decision is made and elected members have less opportunity to scrutinise the changes.

Council should be able to see clearly:

- what the public said;
- what the Administration recommends;
- what changed;
- what did not change;
- why; and
- exactly what final Strategy it is being asked to endorse.

> **Requested outcome:** Do not place the Sustainable Transport Strategy before Council for final endorsement until the Stage 2 engagement outcomes, submission-disposition information and complete amendment schedule have been published with sufficient time for elected members and the community to understand the proposed final document.

Conclusion

I recognise that some of these 35 concerns are related. They are deliberately separated because they raise **different questions and require different remedies**. For example:

- adding targets does not resolve the absence of named infrastructure projects;
- publishing an Implementation Plan does not resolve the question of Council oversight over future changes to it;
- adding the Engagement Strategy to Appendix 2 does not establish compliance with the City's engagement commitments;
- extending the consultation does not answer whether it was adequately communicated when it commenced;
- making the Strategy accessible through one website does not resolve broken links or the accessibility gap created by not using a City-wide printed communication channel;
- publishing an engagement summary does not demonstrate which submissions changed the Strategy;
- publishing amendments does not show which significant concerns were rejected; and
- acknowledging the LTCN does not identify what cycling infrastructure will actually be progressed during the five-year Strategy.

For that reason, I again ask that **each of points 1–35 be individually recorded, considered and responded to in the Stage 2 engagement outcomes material.**

The City has an opportunity to produce a Sustainable Transport Strategy that gives Council clear strategic direction, gives the Administration a workable implementation framework, and gives the community a transparent basis for judging whether progress has actually occurred.

I ask that the Strategy be amended to provide that level of clarity and accountability before it is endorsed.

Response

A. Strategic direction, governance and delivery

1. Measurable five-year outcomes and target.

2. Performance measure baselines and success threshold

This response covers points 1 and 2.

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these. The environment for sustainable transport is highly complex and depends on numerous factors that are often outside of the City's control. It is of note that the WA State Government's proposed 'Active Travel Strategy – Wheel, Walk, Ride, Thrive' is still in preparation. It remains to be seen whether the State Government will set performance targets for their Active Travel Strategy.

From a project management perspective it is important to distinguish between what are project targets and what are benefits realisation targets. The implementation plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these. The 'Performance Measures' in the strategy largely amount to benefits realisation targets that will be influenced by numerous factors outside of the actions the City undertakes under the Strategy – this includes the actions of the community itself.

3. Publication of the Implementation Plan before endorsement

The Implementation Plan is an operational plan that will be prepared following Council's endorsement of the Strategy. The CEO/Administration is responsible for operations.

4. Council oversight of the Implementation on Plan and material changes

As per response to point 3 - The CEO/Administration is responsible for operations.

5. Funding and resourcing of Strategy commitments

The scheduling and resourcing of the Strategy actions will be undertaken in the development of the Implementation Plan. There are already existing budgets for several actions – e.g. connectivity, bus stop amenity and education initiatives, but larger infrastructure projects related to the LTCN, for example, will be subject to the City's overall project prioritisation process and availability of funding. City funding for such projects will need to be assessed in the broader context of the Long Term Financial Plan against other competing projects and priorities and will depend on State and/or Federal funding to support delivery.

6. Annual public implementation reporting and action status register

As noted above the Implementation Plan is an operational document. Once complete, a high-level summary of the key implementation plan projects will be available to view on the City's Belmont Connect website and updated as projects progress. Progress under the Strategy will be reported in the Corporate Business Plan annually.

7. Ongoing community oversight after adoption

It is the CEO's role to provide oversight of City operations. Through stage 1 and 2 of the engagement process for the Sustainable Transport Strategy a considerable body of community input has already been provided to inform the development of the Implementation Plan.

B. Previous strategies and continuity

8. Incorrect historical date for Belmont on the Move

Community engagement for the development of Belmont on the Move: Integrated Movement Strategy commenced in 2015, hence the wording in the Strategy. As it was endorsed by Council in 2016, this will be clarified in the final version of the Strategy.

9. Formal status of Belmont on the Move

The formal status of Belmont on the Move is as outlined in the 'Informing strategies and plans' section of the Strategic Community Plan 2024-2034 (SCP) that was adopted at the 23 June 2026 Ordinary Meeting of Council. The adopted SCP notes *'Belmont on the Move: Integrated Movement Strategy (to be superseded by the Activity Centre Planning Strategy and Sustainable Transport Strategy)'.* It is also noted that Belmont on the Move is '*To be retired 2026'.*

10. Action-level reconciliation of previous transport plans

The City has undertaken a review of the sustainable transport related-actions under Belmont on the Move, the Activity Centre Planning Strategy and the Sustainable Transport Plan 2019-2023. A summary of the review will be included in the appendix of the Sustainable Transport Strategy.

11. Lessons learned from previous Belmont transport strategies

Lessons learned from previous strategies will be considered in the preparation of the Implementation Plan.

12. LTCN – aspirational network versus delivery programme.

At the current time, the City is considering development of the LTCN secondary route from Redcliffe Station to Belvidere Street – the Belvidere St section of the LTCN route is being completed as part of the Belvidere Street Revitalisation Project. This consideration is based on the previous funding criteria under the WA Bicycle Network Grants Program. At the time of preparation of the Strategy, the State has not, however, released the details or criteria for the next round of the WA Bicycle Network Grants Program. The wording of action 1.3 *"Long-Term Cycle Network (LTCN) development - with priority for routes that are eligible for Federal and State Government funding"* is appropriate and proposed City LTCN projects will respond to the funding criteria once released. As noted in point 5 above, the development of any LTCN route, even when external funding is taken into consideration will amount to a major project and be subject to the City's overall project prioritisation process.

13. Identifiable active-transport projects and delivery periods

Following endorsement of the Strategy, the City will develop the Implementation Plan and associated projects.

14. School and student active-travel programme

Refer to the following Key actions under the Strategy which address the points raised. As noted above the individual projects under each action will be developed in the Implementation Plan.

1.1 Improve accessibility and connectivity to education institutions, community and City facilities, commercial and industrial precincts.

1.2. Improve accessibility and connectivity to public transport infrastructure – in conjunction with PTA.

2.1 Investigate routes and areas for reduced speed limit implementation as an improved environment for safe active travel modes.

2.2 Advocate to Main Roads WA to upgrade traffic signals for enhanced and safer pedestrian phases.

2.4 Advocate to PTA for improved accessibility and connectivity with the Perth metropolitan network, along with coordinated bus/ train scheduling.

3.2 Collaborate with schools to encourage active travel modes through tailored engagement programmes.

With regards to the 'Your Move' program the City is actively involved having a longstanding and ongoing relationship with a number of schools in the City of Belmont. This will continue under action 3.2 as listed above. The 'Your Move' program is voluntary, and participation is at the school's discretion.

C. Evidence, safety and environmental outcomes

15. Evidence and analysis removed from the 2025 draft

The revised Strategy was reduced in size to support readability and accessibility. The analysis referenced in this point remains on the public record and will be considered by the team in development of the Implementation Plan.

16. Belmont-specific road-safety outcome

Refer to response to points 1 and 2 regarding targets and performance measures.

17. Community safety, lighting, secure bike storage and crime prevention

Street lighting and crime prevention are addressed in the Council-adopted Corporate Business Plan 2026-2030 i.e. Objective 1.1. *'Facilitate improved community safety'* and associated actions.

Bike parking/storage is addressed in the Strategy under the following key actions:

1.4 Install improved sustainable transport infrastructure such as bike stations and end of trip facilities at key locations.

2.5 Encourage, where the planning framework permits, the provision of active transport facilities for all new land use developments, located in key growth and high-density areas.

18. Weakened environmental and climate accountability

Two of the 'Planet' actions from the previous version of the Strategy have been brought forward to the new Strategy i.e.

1.8 Integrate streetscape enhancements such as green verges and street trees with existing and planned footpaths and cycle routes.

2.6 Investigate opportunities to expand the EV and micromobility charging network in conjunction with relevant industry partners.

The action *'Advocate to State Government for LED street lighting upgrades to improve safety for sustainable transport users'* from the previous version of the Strategy is covered under Objective 1.1. of the Corporate Business Plan 2026-2030.

The City's Environment and Sustainability Strategy 2023 – 2033 (ESS) is the key strategy that addresses environmental outcomes in the City. The relevant key actions addressing emissions and transport are addressed in section 5 of the ESS.

19. Transport emissions indicator and target

Refer to response to points 1 and 2 regarding targets and performance measures.

Refer to point 18 above regarding the City's ESS.

D. Stage 2 consultation – communication, reach and accessibility

20. Stage 2 was not clearly communicated as an opportunity to influence the draft

Where a strategy has had a broad engagement phase prior to the development of a draft, the primary intent of a second phase is to close the loop with previous participants; to show how their feedback was considered and invite questions and conversation with officers who have prepared the strategy. The communication of this second stage of engagement matched that intent. The first version of the Engagement Report published also outlined:

"The Draft Sustainable Transport Strategy 2026-2031 is being advertised through Belmont Connect from 13 July to 2 August 2026, providing an opportunity to close the loop with stakeholders and community members who contributed to its development, while also inviting broader community feedback. This chapter will be updated following the public consultation period to summarise the Stage 2 consultation outcomes and any resulting amendments to the Strategy."

Once this respondent raised concerns, the City made minor amendments to communications and the draft Engagement Report for clarity, and the deadline for feedback on the Strategy was extended by 2 weeks to 16 August 2026.

21. Stage 1 engagement and Stage 2 draft consultation were not clearly distinguished

During the stage 2 engagement exercise the Belmont Connect page outlined a timeline of project stages that included the first engagement phase (stage 1) and highlighted that the draft strategy was available to review (stage 2).

In addition to the timeline, information on both stages was outlined on Belmont Connect in tabs. The use of different tabs for different stages of the project is consistent with how the City provides information on multi-stage strategy projects.

The draft Strategy and Engagement Report published alongside the commencement of stage 2 engagement provided detailed information on the results of the first engagement stage. Both documents were written prior to the second stage commencing to help reviewers understand the process to that point.

At the completion of stage 2, the strategy and a finalised Engagement report will reference the outcomes of stage 2, be made publicly available and included in the Council Meeting Agenda where the STS will be considered.

22. Missing or unclear consultation mechanics at commencement

The original communications published at the start of stage 2 promoted an opportunity for community to review the strategy and get in touch, however the deadline for feedback was missing from most of the published communications.

On receipt of concerns from this respondent early in the engagement period, updates were made to communications including the deadline for feedback was extended by two weeks, adding a new amended deadline to communications, an email was sent and additional communications were undertaken.

The amendments made to the Engagement Report were published in track-change mode to clearly identify the changes made from the original version that was posted on Belmont Connect.

23. Digital discoverability and broken project continuity

The City does not support that people were unable to find information on this project through published channels. The project was easily discoverable and all supporting City communications directed people to the STS project page on Belmont Connect. The project was prominently displayed on the homepage of Belmont Connect and the homepage of the City's website during the engagement period.

Feedback was received late in stage 2 that an independent search engine was directing some users to an incorrect URL. Once officers were made aware, a redirect was put in place to direct any potential searchers to the correct URL link that had been promoted.

The Sustainable Transport Strategy project page was highly visited during the timeframe of the second engagement phase.

24. Belmont Bulletin omission – accessibility and consultation reach

As the primary intent of the second consultation phase is to close the loop with previous participants, communications focused mainly on this target audience, while still inviting others to get involved.

This approach recognises that feedback on strategy documents will generally come from people who have already engaged in the process. It also recognises the level of engagement in strategy reviews are significantly less than other types of engagements as people are more likely to provide their experiences and thoughts on a topic rather than specific comments on a document.

The timeframe for drafting the Belmont Bulletin can also preclude 'close the loop' consultation exercises as content needs to be finalised well in advance to allow for drafting, design, print and distribution.

25. Failure to initially notify October 2024 participants

Direct emails were sent out to 151 participants of the stage 1 engagement process on 22 July and this was a key planned communication for the project. The City does accept that this occurred later than originally planned.

As noted in previous responses, the deadline for stage 2 engagement phase was extended by 2 weeks to 16 August 2026 to allow a full 3.5 weeks for recipients of this email to get involved.

26. Remedial action does not establish that the original process was adequate

This comment is not supported. The planned communications approach including the email sent on 22 July is consistent with how the City promotes close the loop engagement exercises on strategy documents.

E. Engagement framework and governance

27. Engagement Strategy omitted from supporting strategies

Noted and accepted. The Engagement Strategy 2023 & Beyond will be added to the Appendix 2 – Supporting Strategies

28. Compliance with the City's engagement framework

The engagement approach for this project is consistent with the City's engagement framework and the engagement approach undertaken for other City strategy documents.

The strategy and engagement report clearly outline the planned engagement approach and the results of the engagement.

F. Demonstrating community influence

29. Traceability of October 2024 feedback into draft actions

The key actions in the Strategy link clearly to the feedback from the community. This is as detailed in the officer comments included in the Engagement Report. As noted in point 17 above the community priority regarding community safety is as covered in the Corporate Business Plan and associated actions.

30. Traceability and disposition of Stage 2 feedback

Officer responses have been provided to all feedback received in stage 2.

G. Stage 2 reporting and endorsement

31. Complete Stage 2 engagement outcomes report

The Engagement Report has been updated with stage 2 community feedback and officer comments.

32. Amendment schedule – July 2026 draft to proposed final Strategy

A summary of changes made to the draft Strategy arising from the stage 2 feedback is outlined in the item to Council.

33. Visibility of significant feedback not resulting in amendments

Officer responses to stage 2 community feedback are provided in the updated Engagement Report provided with the Item to Council.

34. Stage 2 must be recorded in the final Strategy

As noted in response to point 33 above, the updated Engagement Report with stage 2 responses will be included with the Strategy when presented to Council. This will be referenced in the Engagement section of the final version of the Strategy.

35. Accountability material must be public before Council endorsement

Refer to responses to points 31,32,33 and 34.

STS Feedback 9

16 August 2026

City of Belmont
215 Wright Street
Cloverdale WA 6105

Belmont Community ENVIRONMENTAL CHAMPIONS

Dear Design, Assets, and Development Team,

BCEC submission on the Draft Sustainable Transport Strategy 2026–2031

Please find enclosed BCEC's submission on the City of Belmont's Draft Sustainable Transport Strategy 2026–2031.

BCEC supports the City's intention to improve sustainable transport and welcomes the community feedback already gathered. The Engagement Report demonstrates substantial latent demand: 60.1% of respondents selected cycling, including e-bikes, as a preferred mode if traffic, accessibility and safety barriers were removed. While the survey was self-selected and should not be treated as representative of the whole population, it provides a strong indication that safety and network continuity are important constraints.

Our submission focuses on how the Strategy can translate this community aspiration into measurable progress.

BCEC has undertaken an initial Bike Network Analysis using the open-source BrokenSpoke Analyzer. This proof-of-concept produced an overall City-wide connectivity score of 48.0 and classified 73.2% of the assessed network as high stress. The results also suggest an important spatial pattern: travel within some suburb pockets is comparatively well connected, but safe connections between suburbs and across major roads are much more difficult.

These figures are not presented as a formal baseline. The analysis relies on OpenStreetMap data, and our review identified incomplete or doubtful destination and network information. Instead, the analysis demonstrates that low-stress network connectivity can be measured through a documented and repeatable method once the underlying data has been verified.

BCEC proposes a collaborative approach through which the City and community could:

- Validate the roads, paths, crossings and community destinations used in the analysis.
- Correct identified OpenStreetMap gaps, potentially through supported community mapping activities.
- Establish a verified low-stress connectivity baseline.
- Set a measurable 2031 improvement target.
- Repeat the analysis at regular intervals and report progress publicly.

BCEC would be pleased to assist City officers with data verification, community mapping and knowledge transfer on independently running the analysis.

Our submission also recommends proportionate governance arrangements for the Strategy's implementation. We suggest that a verified baseline and proposed target be presented to Council within 12 months, supported by a public implementation summary and identifiable annual progress reporting. This would retain officers' ability to manage operational details while

giving Council and the community appropriate visibility of strategic commitments and outcomes.

We offer these recommendations constructively and would welcome an opportunity to meet with the relevant officers to discuss the methodology, its limitations and how a verified baseline could be developed efficiently.

Yours sincerely
Belmont Community Environmental Champions

BCEC SUBMISSION

Measuring Low-Stress Cycling Connectivity

Response to the City of Belmont Draft Sustainable Transport Strategy 2026-2031

Prepared by BCEC | 16 August 2026 | Officer version

RECOMMENDATION

Add low-stress cycling network connectivity and destination access to the STS performance framework; establish a verified Bicycle Network Analysis baseline in Year 1; return the baseline and a measurable 2031 target to Council for endorsement; and publish an identifiable annual action-status and progress report.

Executive summary

Belmont Community Environmental Champions Inc. supports the draft Strategy's aim of a well-connected, safe and environmentally responsible transport network. The draft identifies connectivity as a priority, but its performance table does not directly measure whether residents can reach everyday destinations through a connected, low-stress cycling network.

A recognised, repeatable method is available. The PeopleForBikes Bicycle Network Analysis (BNA), run locally through the open-source Brokenspoke Analyzer, assesses traffic stress and low-stress access to people and common destinations. It produces overall and category scores for a defined area.

BCEC's preliminary City-wide run scored 48.0. Only 26.8% of the modelled network was classified low stress and 73.2% high stress. Separate suburb runs generally returned higher overall scores. Read with the stress maps, this supports BCEC's observation that

local pockets can work reasonably well while high-stress roads and crossings fragment travel across the City.

The City's own engagement evidence points to the same problem and to substantial latent demand. Among the self-selected Belmont Connect survey respondents, 60.1% selected cycling, including e-bikes, as a preferred mode if traffic, accessibility and safety barriers were removed. In 173 responses about what would encourage more riding or micromobility use, the leading themes were safe protected infrastructure, better-connected continuous routes and safer crossings of major roads.

These results are a proof of concept, not the proposed formal baseline. The network appears sufficiently complete to demonstrate the method, but important destination categories and some network attributes require verification. BCEC offers to help the City complete that work and establish a defensible baseline.

BCEC's five requests

1. Add low-stress cycling network connectivity and destination access as an STS performance measure.
2. Complete a City-supported audit of relevant OpenStreetMap and City-held data before adopting the official baseline.
3. Publish the verified baseline and data-quality statement, then present a measurable 2031 target to Council for endorsement.
4. Publish a summary implementation schedule and report action status and outcome progress to Council and the community each year.
5. Work with BCEC on data verification, community mapping, officer knowledge transfer and repeat analysis.

1. The missing network-performance measure

The draft says that infrastructure will prioritise closing gaps in accessibility and connectivity and that progress will be reported through the Corporate Business Plan and annual reporting. Page 31 lists measures of usage, private-vehicle dependency, crashes, participation, satisfaction, emerging mobility, cycling activity and funding effectiveness. Each is useful, but none measures whether the network itself enables low-stress access.

Current evidence	What it shows	Question still unanswered
Mode share and counts	How much people currently ride	Can useful destinations be reached on a continuous low-stress route?
Crash data	Where reported harm occurred	Where stress suppresses cycling before a crash occurs
Community surveys	Perceptions and priorities	Which links create the greatest network barrier
Infrastructure length	How much has been provided	Whether individual facilities form a useful network
BNA	Low-stress access to people and destinations	Complements rather than replaces the other evidence

Table 1. BNA fills a network-outcome gap; it does not replace counts, crash analysis, surveys or engineering assessment.

1.1 What the engagement evidence adds

The Engagement Report records 199 survey responses from 158 contributors. Respondents could select multiple modes, and the sample was self-selected, so the results should not be treated as a representative City-wide mode-share estimate. They are nevertheless direct evidence of the priorities expressed by people who participated in the City's process.

Engagement finding	Reported result	Relevance to this submission
Typical-day cycling, including e-bike	38.3% of survey selections	Shows cycling already forms part of travel for many respondents; not a population mode share.
Preferred cycling if all traffic, accessibility and safety barriers were removed	60.1% of survey selections	Shows a substantial preference gap associated with barriers.
What would encourage more riding or micromobility use	173 responses	Top three themes: protected infrastructure; connected, direct and continuous routes; safer major-road crossings.
Interactive mapping	128 pins from 59 contributors	Identifies specific barriers that can be tested against stress and connectivity outputs.

Table 2. City of Belmont Engagement Report, July 2026. Survey questions allowed multiple selections; results describe respondents, not all residents.

2. What BNA measures

PeopleForBikes describes the BNA as a four-stage process: data collection, traffic-stress analysis, destination-access analysis and score aggregation. Its low-stress standard broadly corresponds to Levels of Traffic Stress 1 and 2 and is intended to reflect the comfort of a typical adult who is interested in cycling but concerned about motor-vehicle interactions.

- **Traffic stress:** classifies streets and paths using available road, speed, lane, parking, cycling-facility and intersection attributes.
- **Destination access:** tests whether people and common destinations can be connected through the low-stress network within the analysis trip distance.
- **Score aggregation:** combines access outcomes into an overall score and category scores from 0 to 100.
- **Repeatability:** allows the same boundary, dataset and tool version to be rerun after network changes.

Low-stress share and overall score are different. The share describes how much of the modelled network is low stress. The overall score describes low-stress access to people and destinations. A small but well-placed local network can therefore support a relatively high score even when much of the total road network remains high stress.

3. Preliminary City-wide result

48.0	26.8%	73.2%	43,278
Overall score	Low-stress share	High-stress share	Modelled population

The preliminary City-wide analysis indicates that high-stress segments dominate the modelled network. Parks and retail are the strongest category scores, while transit is the lowest. Transit and core services are also among the categories most affected by sparse destination mapping and must be verified before target-setting.

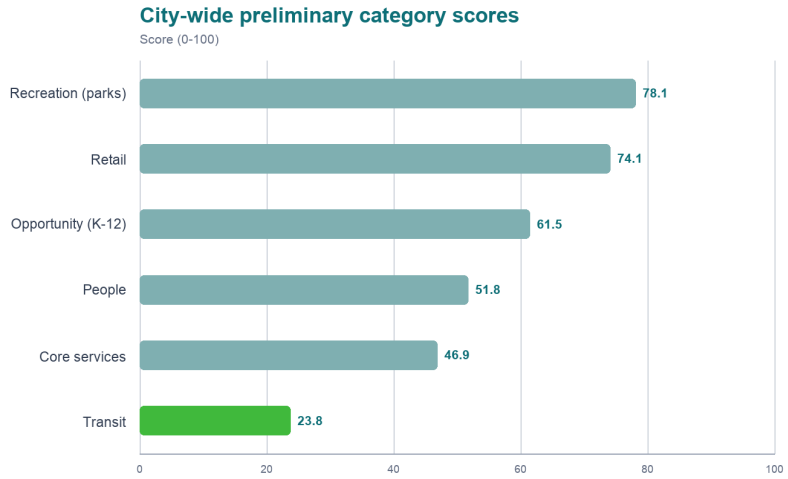


Figure 1. City-wide preliminary category scores. Indicative only; source: BCEC BNA outputs dated 15 August 2026.

Category	Score	Interpretation at this stage
People	51.8	Moderate modelled access to nearby people.
Opportunity (K-12)	61.5	Moderate access to mapped schools.
Core services	46.9	Treat cautiously: health and social-service POIs are sparse.
Retail	74.1	Relatively strong access to mapped retail.
Recreation (parks)	78.1	Strongest category in this run.
Transit	23.8	Lowest category; mapped transit coverage requires verification.

Table 3. Preliminary category scores. These are not proposed as the formal baseline.

4. City and suburb pattern

Separate runs were completed for Rivervale, Cloverdale, Redcliffe, Belmont, Kewdale, Ascot and Perth Airport. All residential suburb runs returned a higher overall score than the City-wide run. This does not mean every suburb street is low stress: the suburb low-stress shares range from 15.4% to 47.4%, while the overall score also reflects the placement of people and mapped destinations.

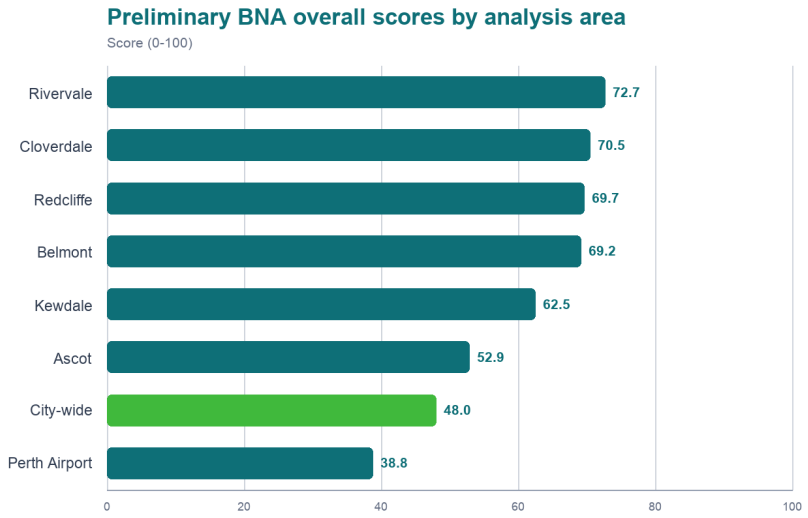


Figure 2. Preliminary overall scores from separately analysed areas. The results are diagnostic and are not additive.

Area	Overall	Low-stress share	Population
Rivervale	72.7	21.9%	9,109
Cloverdale	70.5	15.4%	8,857
Redcliffe	69.7	19.9%	4,265
Belmont	69.2	24.1%	7,935
Kewdale	62.5	29.7%	7,761
Ascot	52.9	47.4%	3,563
Perth Airport	38.8	28.9%	1,743

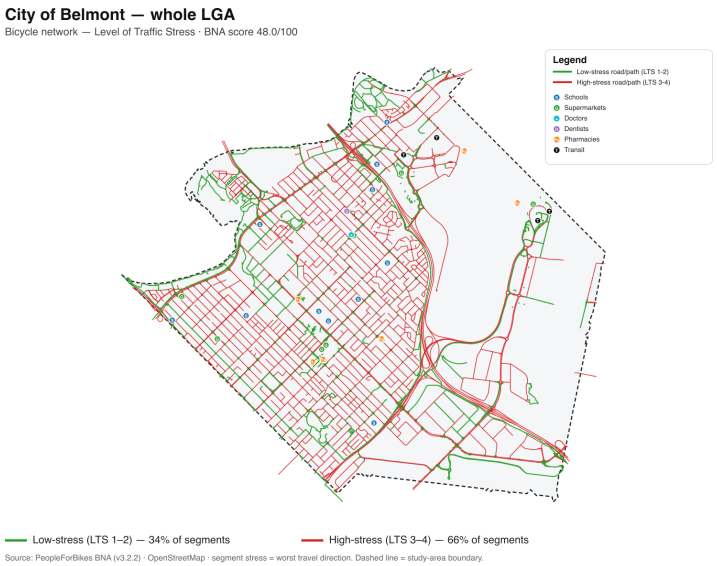
Table 4. Separate boundary runs use their own analysis context and should not be summed.

Connected pockets, disconnected city

The score pattern and the supplied stress maps are consistent with BCEC's practical observation: local streets and paths can support useful movement within suburb pockets, while high-stress arterial roads and difficult crossings interrupt travel between suburbs and to regional destinations. The City-wide result is therefore the strategic indicator; suburb and grid results are supporting diagnostics that help locate barriers and equity gaps.

Community evidence identifies the same seams

The engagement mapping identified difficult or unsafe walking and cycling conditions on the corridors that divide or constrain cross-City movement. Great Eastern Highway attracted 10 State-road responses about crossings and access; Orrong Road attracted eight about heavy traffic, unsafe cycling and poor connectivity; and two responses identified the Leach Highway Principal Shared Path termination and poor connection to Orrong Road. On local roads, respondents also identified barriers on Kooyong Road, Surrey Road, Abernethy Road, Epsom Avenue, Wright Street and Stanton Road. These are not statistically representative counts, but they are geographically specific community evidence that can be compared with the traffic-stress map and used to prioritise validation and engineering investigation.



5. Data quality and limitations

IMPORTANT

The current score must not be adopted as the formal baseline. The results are suitable to demonstrate the method, but destination layers and selected network attributes require verification.

5.1 Sparse destination layers

The City-wide output contains one doctor, one dentist, no hospitals, six pharmacies, no social services and four transit points. Most suburb outputs contain no mapped doctors, dentists or transit points. A zero can represent a genuine absence, a facility outside the analysis boundary, or an unmapped or unrecognised OSM tag. Rivervale's strict polygon check found no in-boundary health-service features under the queried tags but did find three IGA supermarket features, illustrating that category completeness varies.

Area	Doctors	Dentists	Pharmacies
City of Belmont	1	1	6
Rivervale	0	0	0
Cloverdale	0	0	3
Redcliffe	0	0	0
Belmont	1	1	1
Kewdale	0	0	0
Ascot	0	0	0
Perth Airport	0	0	2

Table 5. Selected destination counts. Hospitals and social services are zero in every listed output.

5.2 Speed units and stress classification

The speed treatment is consistent with the mapped result. Prepare logs report a city default of 30 km/h, but the stress rules compare speeds in mph after conversion in speed_limit.sql. A tagged 30 km/h road is about 20 mph, not 30 mph, and the mapped 30 km/h road appears low stress. Tagged 50 km/h roads convert to about 31 mph and remain high stress under the current segment rules. Defaults matter most where explicit maxspeed tags are missing, so posted speeds should form part of the validation audit.

5.3 Other known issues

- Alexander Road, Wright St, Oats St painted cycle lanes are known to be untagged in OSM for this analysis context, although painted cycle lanes still rank as high stress paths.
- Some apparent missing destinations are boundary effects; a nearby Chemist Warehouse found through a bounding-box search was outside the Rivervale polygon.
- City-wide and suburb population results are modelled independently and should not be summed or treated as statutory population estimates.
- The local OSM extract file was modified on 15 August 2026 and contains object edits through 24 July 2026, but its header does not record a clear replication timestamp.
- The run used Brokenspoke Analyzer 3.2.2, a custom City boundary and WorldPop 2026 population data. Those inputs and settings should be retained with the baseline.

6. From proof of concept to formal baseline

- **Agree the data specification.** Document the road, path, speed, lane, parking, cycling-facility, intersection, crossing and destination attributes required for Belmont.
- **Reconcile City and OSM data.** Compare City asset, posted-speed, crossing, transit and community-facility data with OSM, recording discrepancies.
- **Verify high-impact features.** Prioritise attributes likely to change stress classifications and destination categories with zeros or implausibly low counts.
- **Use community mapping.** BCEC can coordinate local knowledge, field checks and structured OSM mapping parties under City-approved quality assurance.
- **Freeze the baseline dataset.** Archive the boundary, OSM extract, population data, speed inputs, tool version, run commands, settings and data-quality register.
- **Run quality checks.** Review signed speed zones and outliers and validate samples of low- and high-stress segments against known conditions.
- **Publish the baseline.** Report the City-wide score, category scores, stress share, maps and limitations, supported by suburb diagnostics.
- **Set the 2031 target.** Select a numeric improvement target only after the verified baseline is complete.

7. Target and reporting framework

BCEC does not recommend setting a numeric target from the current run. Once validated, the public STS performance framework should link a City-wide outcome target with diagnostic measures and project evaluation.

Role	Indicator	Proposed use
Primary outcome	Verified City-wide overall BNA score	Baseline in Year 1; numeric 2031 improvement target
Network condition	Low- and high-stress share	Report change, including priority LTCN routes
Destination access	Verified category scores	Set targets only after data-completeness checks
Equity diagnostic	Suburb and grid results	Identify lowest-performing areas and whether gaps narrow
Project evaluation	Before-and-after BNA comparison	Apply to major links, crossings and corridors

Table 6. Suggested hierarchy for the target and supporting indicators.

Council and public oversight

The draft provides some oversight, but not enough over the decisions that define success. It states that progress will be reported through the Corporate Business Plan and annual reporting processes, and significant expenditure will still be considered through Council budgets. The Engagement Report, however, describes the five-year Implementation Plan as an internal working document. Neither document expressly requires the completed plan, the baseline, the 2031 target or material changes to return to Council.

Recommended balance. BCEC does not ask Council to manage technical reruns or every operational adjustment. Officers can maintain the detailed working plan. Council and the public should nevertheless receive a published summary of actions, lead roles, indicative timing and dependencies; Council should endorse the baseline and target that define success; and material changes to the target, method or priority action set should be disclosed through an identifiable public report.

Recommended reporting cycle

- Within 12 months of adoption: validate the data and present the baseline, data-quality statement and proposed 2031 target to Council for endorsement and publication.
- Annually: provide Council and the community with an identifiable STS action-status report, refresh key data, rerun the analysis and explain material delays or changes.
- After major projects: undertake a before-and-after comparison where connectivity should change.
- Mid-term and 2031: complete full data revalidation and report progress against the Council-endorsed target.
- If the methodology, target or priority action set changes materially: document the change publicly; return policy-level changes to Council; and rerun the historical baseline where necessary to preserve comparability.

8. Requested amendments

Performance measure

SUGGESTED WORDING

Low-stress cycling network connectivity and access to everyday destinations. Data method: Bicycle Network Analysis using verified OpenStreetMap and City-held data; baseline established in Year 1; results reported City-wide and supported by suburb-level diagnostics using a documented, repeatable methodology.

Infrastructure action 1.10

SUGGESTED WORDING

Establish and maintain a verified low-stress cycling network connectivity baseline, measurable 2031 target and project-evaluation process, with results informing network priorities and funding submissions.

Partnership action 2.7

SUGGESTED WORDING

Partner with community cycling and mapping groups to validate network and destination data, support community mapping activities and strengthen transparent active-transport reporting.

Delivery and reporting

SUGGESTED WORDING

Within 12 months of adoption, present the verified baseline, data-quality statement and proposed 2031 target to Council for endorsement and publication. Thereafter, publish annual progress through an identifiable STS action-status report as part of, or clearly linked from, the Corporate Business Plan and annual reporting process.

Governance and change control

SUGGESTED WORDING

Publish a summary implementation schedule identifying actions, lead roles, indicative timing and external dependencies. Technical updates may be managed administratively; material changes to the Council-endorsed target, measurement method or priority action set must be disclosed and returned to Council where they alter the Strategy's intended outcomes.

9. About BCEC and its offer

BCEC is Belmont Community Environmental Champions, a locally founded volunteer group established by residents in 2023. Its record of organising volunteers and community environmental action gives it relevant local knowledge and reach for structured mapping parties and field verification.

Under City-approved data standards and quality assurance, BCEC can help reduce establishment effort and build officer capability by:

6. coordinating structured OSM mapping parties, local field checks and destination and network-feature verification;
7. sharing the documented Analyzer workflow and supporting reproducible reruns; and
8. helping interpret maps and scores and review identified barriers with the community.

Conclusion

The City does not need to choose between an administratively workable Implementation Plan and meaningful public accountability. Its existing indicators should be complemented by a direct measure of low-stress network connectivity. With a verified dataset, a Council-endorsed baseline and target, a public action schedule and annual status reporting, Council and the community will be able to see whether Belmont's cycling network is becoming safer, more connected and more useful over the life of the Strategy.

Appendix A - Detailed preliminary scores

A dash indicates that a category value was not present in the suburb output row. A value of 0.0 may represent either genuine absence or an incomplete destination layer. Separate runs should be interpreted diagnostically.

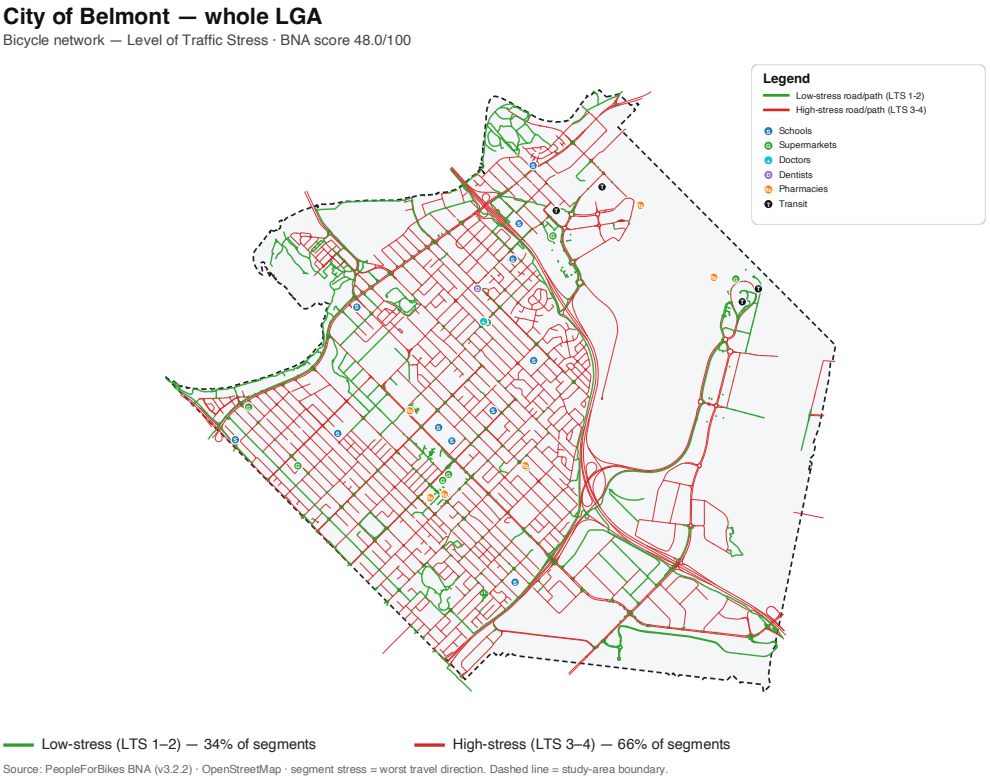
Area	Overall	People	K-12	Core services
Rivervale	72.7	88.4	64.1	77.3
Cloverdale	70.5	82.4	75.9	79.5
Redcliffe	69.7	91.1	88.8	-
Belmont	69.2	80.0	48.4	85.1
Kewdale	62.5	86.9	62.1	-
Ascot	52.9	74.0	27.8	-
Perth Airport	38.8	83.1	0.0	40.1

Table A1. Overall, People, K-12 and Core services scores.

Area	Retail	Parks	Transit
Rivervale	85.4	92.5	0.0
Cloverdale	73.9	86.6	0.0
Redcliffe	42.7	91.8	88.8
Belmont	84.2	82.2	0.0
Kewdale	52.9	89.4	0.0
Ascot	71.7	58.4	0.0
Perth Airport	36.5	23.2	8.0

Table A2. Retail, parks and transit scores.

Appendix B - Map annex



Rivervale

Bicycle network — Level of Traffic Stress · BNA score 72.7/100



Low-stress (LTS 1–2) — 27% of segments High-stress (LTS 3–4) — 73% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Perth Airport — City of Belmont portion

Bicycle network — Level of Traffic Stress · BNA score 38.8/100



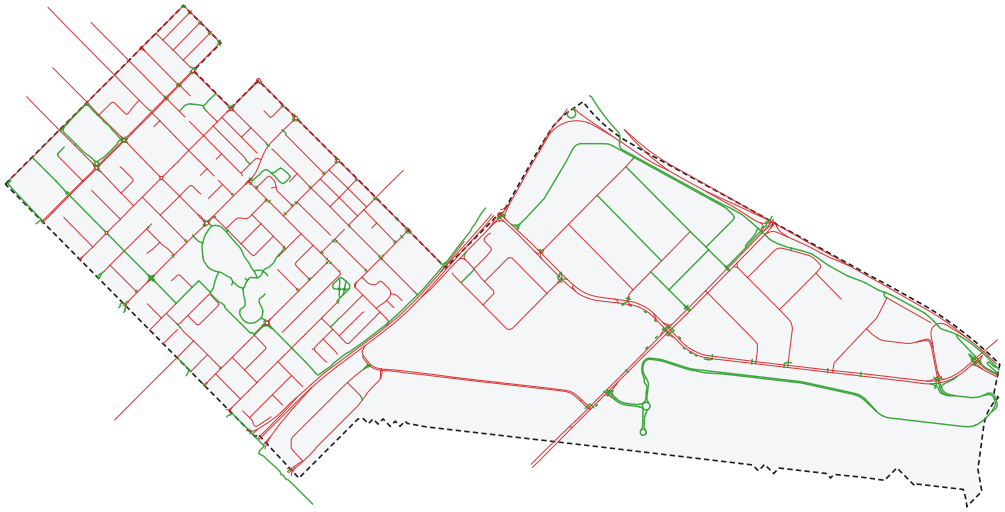
Low-stress (LTS 1–2) — 36% of segments

High-stress (LTS 3–4) — 64% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Kewdale — City of Belmont portion

Bicycle network — Level of Traffic Stress · BNA score 62.5/100

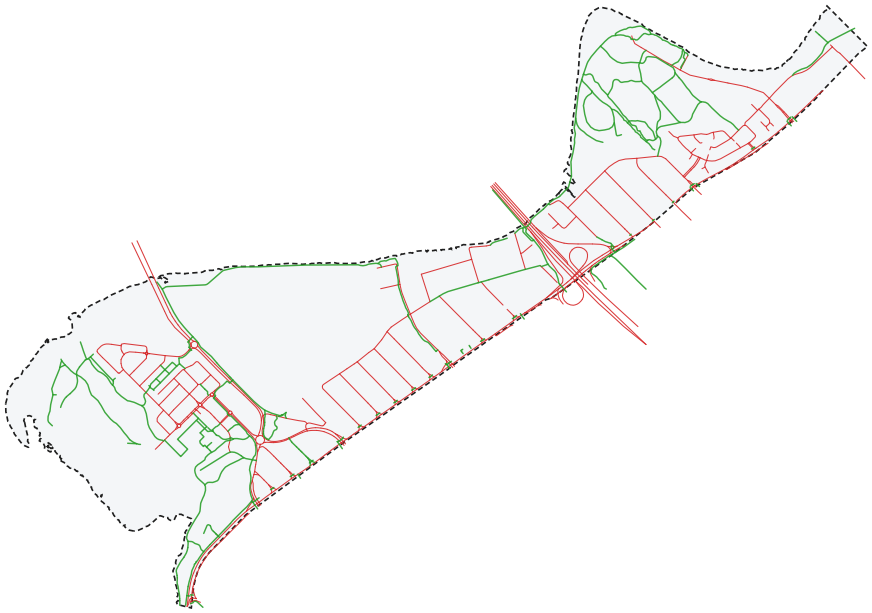


Low-stress (LTS 1–2) — 39% of segments High-stress (LTS 3–4) — 61% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Ascot

Bicycle network — Level of Traffic Stress · BNA score 52.9/100



Low-stress (LTS 1–2) — 35% of segments High-stress (LTS 3–4) — 65% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Redcliffe

Bicycle network — Level of Traffic Stress · BNA score 69.7/100

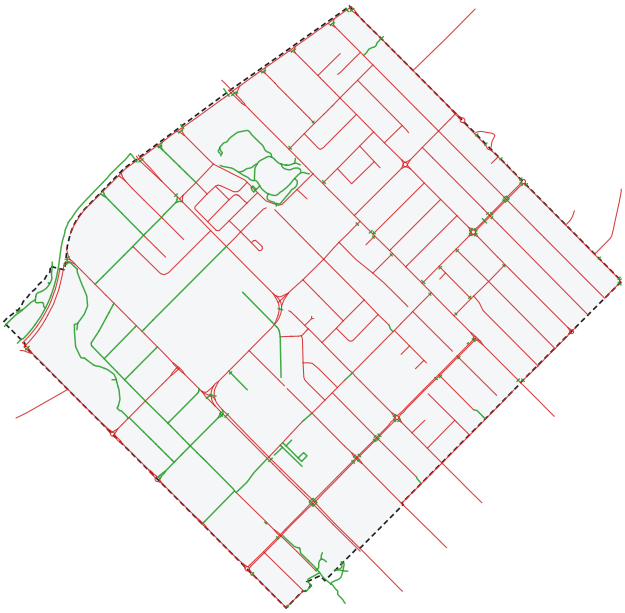


Low-stress (LTS 1–2) — 22% of segments High-stress (LTS 3–4) — 78% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Belmont (suburb)

Bicycle network — Level of Traffic Stress · BNA score 69.2/100



Low-stress (LTS 1–2) — 33% of segments High-stress (LTS 3–4) — 67% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Cloverdale

Bicycle network — Level of Traffic Stress · BNA score 70.5/100



Low-stress (LTS 1–2) — 36% of segments High-stress (LTS 3–4) — 64% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Response

1. Add low-stress cycling network connectivity and destination access as an STS performance measure.

The 'Cycling Activity' performance measure will be amended to include low stress cycling network connectivity and destination access.

2. Complete a City-supported audit of relevant OpenStreetMap and City-held data before adopting the official baseline.

The City has adopted the LTCN network. It is therefore appropriate that a low-stress cycling network connectivity assessment be applied only to the LTCN. The City will consider the most appropriate approach to measure this metric during the preparation of the Implementation Plan.

3. Publish the verified baseline and data-quality statement, then present a measurable 2031 target to Council for endorsement.

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these. The environment for sustainable transport is highly complex and depends on numerous factors that are often outside of the City's control. It is of note that the WA State Government's proposed 'Active Travel Strategy – Wheel, Walk, Ride, Thrive' is still in preparation. It remains to be seen whether the State Government will set performance targets for their Active Travel Strategy.

From a project management perspective it is important to distinguish between what are project targets and what are benefits realisation targets. The implementation plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these. The 'Performance Measures' in the strategy largely amount to benefits realisation targets that will be influenced by numerous factors outside of the actions the City undertakes under the Strategy – this includes the actions of the community itself.

4. Publish a summary implementation schedule and report action status and outcome progress to Council and the community each year.

The Implementation Plan is an operational document. Once complete, a high-level summary of the key implementation plan projects will be available to view on the City's Belmont Connect website and updated as projects progress. Progress under the Strategy will be reported in the Corporate Business Plan annually.

5. Work with BCEC on data verification, community mapping, officer knowledge transfer and repeat analysis.

The City will engage with industry stakeholders, as appropriate, in the delivery of the STS.

9:14pm Cr Davis departed the meeting and did not return.

12.9 Rules of Public Statement Time

Voting Requirement	:	Simple Majority
Subject Index	:	154/001
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Overseeing Overseeing the allocation of the City's finances and resources e.g. setting the annual budget, accepting tenders, determining what services and facilities the City is to provide, annual reports, selecting the CEO and reviewing the CEO's performance.

Purpose of report

For Council to consider and endorse the rules for Public Statement Time (Attachment 12.9.1) to be utilised during the trial period commencing from October 2026 and to conclude in March 2027.

Summary and key issues

- At the 25 August 2026 Ordinary Council Meeting, Council resolved to conduct a trial over a 6-month period to commence in October 2026 where Agenda Briefing Forums are not to be held, and 'Public Statement Time' is to be introduced to Ordinary Council Meetings.
- The Amended Councillor Motion resolved by Council at the August 2026 Ordinary Council Meeting requested that the Chief Executive Officer "investigate and develop the rules for Public Statement Time and present them to the September 2026 Ordinary Council Meeting for formal endorsement".
- The Amended Councillor Motion included proposed rules that have been further developed and are presented for endorsement.

Officer Recommendation
Harris moved, Kulczycki seconded That Council endorse the rules for Public Statement Time (Attachment 12.9.1) to be utilised during the trial of the novel meeting sequence commencing from October 2026 and to conclude in March 2027. **Carried Unanimously 8 votes to 0** For: Abedin, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions Against: Nil

Location

Not applicable.

Consultation

Elected Members were provided with information relating to meeting procedures, public participation opportunities and the City's meeting cycle at an Information Forum held 14 July 2026.

Further information on the proposed rules of Public Statement Time was provided to Elected Members at an Information Forum held 8 September 2026.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Part 5 of the *Local Government Act 1995 (WA)* and the *Local Government (Administration) Regulations 1996 (WA)* provide the requirements for legislated meetings.

Background

At the August 2026 Ordinary Council Meeting, Council resolved as follows:

That Council:

1. Conduct a six (6) month trial, commencing from the October 2026 meeting cycle, whereby:
    a) Agenda Briefing Forums will no longer be held.
    b) Introduce Public Statement Time to Ordinary Council Meetings.
2. Request the Chief Executive Officer to:
    a) Investigate and develop the rules for Public Statement Time and present them to the September 2026 Ordinary Council Meeting for formal endorsement, which may include the following:
        i) Not to exceed 15 minutes without the agreement of the meeting.
        ii) Statements must not exceed 3 minutes without extension granted by the Presiding Member.
        iii) Priority is given to persons who have registered in advance and received approval from the Presiding Member to make a Statement.
        iv) Any remaining available time may, at the discretion of the Presiding Member, be allocated to persons who have not registered in advance.
        v) Statements must relate to the business of the local government.
        vi) Additional Statements are permitted where time remains available.
        vii) Statements are to be received without debate, discussion or response from Elected Members or City officers.
        viii) Minutes will include the name of the speaker and any relevant agenda item(s) their Statement relates to.
        ix) Statements submitted in advance of the meeting, in writing, may be included in the Minutes where the content is consistent with the Statement made at the meeting.
        x) The Presiding Member has authority to rule a Statement out of order.
        xi) During Public Statement Time, Elected Members may raise a point of order consistent with the *Standing Orders Local Law 2017*.

b) Implement any necessary administrative changes arising from this trial;

c) Organise meetings in the form of Information Forums in lieu of Agenda Briefing Forums consistent with Clause 18.1 of the City of Belmont *Standing Orders Local Law 2017*;

d) Continue to issue Ordinary Council Meeting agendas in line with existing arrangements, provided to Elected Members and the general public via the City's website;

e) provide a report to Council at the first Ordinary Council Meeting following the conclusion of the six (6) month trial evaluating the effectiveness of the arrangement, including impacts on governance, meeting efficiency, Councillor engagement and the strategic utilisation of Information Forums.

Report

The Public Statement Time Rules have been prepared, with reference to:

- sector practices and benchmarking
- the content of the August 2026 Ordinary Council Meeting report, and the proposed rules, in response to the Notice of Motion proposing a trial of a novel meeting sequence
- the August 2026 Council resolution (Item 13.2.1)
- information previously provided by community members
- Elected Member feedback.

The Public Statement Time Rules as included in Attachment 12.9.1 are as follows:

a) An initial period of 30 minutes is provided for Public Statement Time.

b) A simple majority is required to extend Public Statement Time beyond the initial 30 minute period with a maximum total duration of 45 minutes at each meeting.

c) Statements must not exceed five minutes.

d) Persons wishing to make a Statement are encouraged to register in writing with the City before 12 noon, the day immediately preceding the meeting.

e) Priority will be given to persons who have registered in advance and in writing, with Statements generally dealt with in order of registration.

f) Any remaining available time may, at the discretion of the Presiding Member, be allocated to persons who have not registered in advance.

g) Before making a Statement, the speaker must state their name and suburb.

h) Statements must relate to the business of the local government.

i) Priority will be given to Statements relating to items on the agenda, as indicated on the written registration.

j) Only one Statement may be made per person per meeting, and by individuals who are present at the meeting.

k) Statements are to be received without debate or discussion. Interaction between Elected Members and the speaker is permitted with the permission of the Presiding Member.

l) Minutes will include the name and suburb of the speaker, the relevant agenda item(s) (if any) their Statement relates to, and where the Statement does not relate to an agenda item, the subject matter.

m) The Presiding Member has authority to rule a Statement, or any part of a Statement out of order.

n) During Public Statement Time, Elected Members may draw attention to a breach of the Standing Orders Local Law 2017.

o) Where a procedural matter concerning Public Statement Time is not addressed by these Rules, the *Standing Orders Local Law 2017*, the Local *Government Act 1995 (WA)* or Regulations, the Presiding Member will determine the procedure to be followed.

The proposed rules seek to:

- provide a clear and consistent framework for Public Statement Time
- promote fair and equitable access to speaking opportunities for members of the public
- support effective meeting management through clear registration, prioritisation and procedural requirements
- align, where appropriate, with the established principles and practices applying to Public Question Time
- reduce reliance on discretionary decision-making
- provide a consistent approach to capturing public participation, generally reflecting existing practices regarding the recording of public participation in meeting minutes
- remain consistent with relevant legislative requirements, the *Standing Orders Local Law 2017*, and the role of the Presiding Member in maintaining order during meetings.

The endorsed rules will be included on the reverse of a Public Statement Time form in preparation for the trial of a novel meeting sequence to commence from the October 2026 meeting cycle.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title
1. Rules of Public Statement Time [**12.9.1** - 1 page]

Rules for Public Statement Time

a) An initial period of 30 minutes is provided for Public Statement Time.

b) A simple majority is required to extend Public Statement Time beyond the initial 30 minute period with a maximum total duration of 45 minutes at each meeting.

c) Statements must not exceed five minutes.

d) Persons wishing to make a Statement are encouraged to register in writing with the City before 12 noon, the day immediately preceding the meeting.

e) Priority will be given to persons who have registered in advance and in writing, with Statements generally dealt with in order of registration.

f) Any remaining available time may, at the discretion of the Presiding Member, be allocated to persons who have not registered in advance.

g) Before making a Statement, the speaker must state their name and suburb.

h) Statements must relate to the business of the local government.

i) Priority will be given to Statements relating to items on the agenda, as indicated on the written registration.

j) Only one Statement may be made per person per meeting, and by individuals who are present at the meeting.

k) Statements are to be received without debate or discussion. Interaction between Elected Members and the speaker is permitted with the permission of the Presiding Member.

l) Minutes will include the name and suburb of the speaker, the ~~any~~ relevant agenda item(s) (if any) their Statement relates to and where the Statement does not relate to an agenda item, the subject matter.

m) The Presiding Member has authority to rule a Statement, or any part of a Statement out of order.

n) During Public Statement Time, Elected Members may draw attention to a breach of the *Standing Orders Local Law 2017*.

o) Where a procedural matter concerning Public Statement Time is not addressed by these Rules, the *Standing Orders Local Law 2017*, the *Local Government Act 1995 (WA)* or Regulations, the Presiding Member will determine the procedure to be followed.

12.10 Accounts for Payment August 2026

Voting Requirement	:	Simple Majority
Subject Index	:	54/007 - Creditors - Payment Authorisations
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Overseeing Overseeing the allocation of the City's finances and resources e.g. setting the annual budget, accepting tenders, determining what services and facilities the City is to provide, annual reports, selecting the CEO and reviewing the CEO's performance.

Purpose of report

To present to Council the list of expenditure paid for the period 01 August 2026 to 31 August 2026 under delegated authority.

Summary and key issues

A list of payments is presented to the Council each month for confirmation and endorsement in accordance with the *Local Government (Financial Management) Regulations 1996 (WA)*.

Officer Recommendation

That the Authorised Payment Listing for August 2026 as provided under Attachment 12.10.1 be received.

Officer Recommendation adopted en bloc - Refer to Resolution appearing at Item 12.

Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Outcome: 11. A happy, well informed and engaged community.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996 (WA)* states:

"If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared:

(a) the payee's name;

(b) the amount of the payment;

(c) the date of the payment; and

(d) sufficient information to identify the transaction."

(3) A list prepared under sub regulation (1) is to be presented to Council at the next ordinary meeting of Council after the list is prepared; and recorded in the minutes of that meeting.

Regulation 13A of the *Local Government (Financial Management) Regulations 1996 (WA)* effective from 1 September 2023 states:

(1) If a local government has authorised an employee to use a credit, debit or other purchasing card, a list of payments made using the card must be prepared each month showing the following for each payment made since the last such list was prepared —

(a) the payee's name;

(b) the amount of the payment;

(c) the date of the payment;

(d) sufficient information to identify the payment.

(2) A list prepared under subregulation (1) must be —

(a) presented to the council at the next ordinary meeting of the council after the list is prepared; and

(b) recorded in the minutes of that meeting.

Background

Council has delegated to the Chief Executive Officer under Delegation 1.1.18 to make payment from the Municipal and Trust Fund account. In accordance with Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996 (WA),* where this power has been delegated, a list of payments each month is to be compiled and presented to Council.

Report

The following summary of payments are recommended for confirmation and endorsement.

Payment type	Payment reference	$
Municipal Fund Cheques	788911-788913	1,155.00
Municipal Fund EFTs	EF103419-EF103910	8,698,168.16
Municipal Fund Payroll	August 2026	2,046,406.04
Trust Fund EFT	EF103533	25,120.40
Total Payments for August 2026		10,770,849.60

A copy of the Authorised Payment Listing is included as Attachment 12.10.1.

Financial implications

All expenditure included in the Payment Listing is in accordance with Council's Annual budget.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title
1. August 2026 Payments [**12.10.1** - 8 pages]

City of Belmont

Accounts for Payment - August 2026

Compiled : 02/09/26 12:42

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
Contractors					
EF103424	07/08/26	00346	Action Couriers	214.17	Courier Service
EF103425	07/08/26	00350	Veolia Environmental Services	712,034.32	Rubbish Removals
EF103427	07/08/26	00585	Hydroquip Pumps	27,120.50	Bore Drilling/ Maintenance - COB Aerator Removal
EF103429	07/08/26	00707	LoGo Appointments	6,701.90	Labour/Personnel Hire
EF103431	07/08/26	00859	Cannington Mazda(Prev Parkland Mazda)	50,445.34	Plant Purchase - Mazda MV
EF103432	07/08/26	00931	Sonic HealthPlus Pty Ltd	358.60	Pre Employment Medicals
EF103435	07/08/26	01243	WARP Pty Ltd	86,535.80	Traffic Control - Various Locations
EF103441	07/08/26	01712	Donegan Enterprises Pty Ltd	36,691.06	Various Parks Repairs and Maintenance
EF103442	07/08/26	01721	Fulton Hogan Industries	79,964.27	Road Building Contractor - Asphalt
EF103443	07/08/26	01773	Industrial Biomedical Electronic Services	483.48	Electrical Contractor
EF103444	07/08/26	01816	Ascot Kayak Club Inc	4,275.87	Reimbursements - Ascot Kayak Club First Aid Course & Repairs
EF103445	07/08/26	02023	YMCA of Perth Youth and Community Services Inc	86,588.10	Provision for Youth Services - June 2026
EF103447	07/08/26	02172	Miss Maud	830.25	Catering/Catering Supplies - Adachi
EF103448	07/08/26	02303	Ultimo Catering and Events	2,504.00	Catering/Catering Supplies - Council Dinner
EF103449	07/08/26	02370	Aha! Consulting	4,400.00	Professional Fees - Training
EF103450	07/08/26	02425	Prestige Alarms	49,350.40	Security Services - Forcefield Upgrade - Civic Cnt
EF103451	07/08/26	02451	Carlisle Events Hire Pty Ltd	898.92	Plant/Equipment Hire - NAIDOC Event
EF103452	07/08/26	02589	Zenien	97,533.27	Security Services - CCTV Maintenance & Solar Deployments
EF103454	07/08/26	03593	Philip Swain	1,372.00	Labour/Personnel Hire
EF103457	07/08/26	03824	Konica Minolta	2,550.40	Photocopy Expenses
EF103459	07/08/26	04120	Randstad Pty Ltd	7,561.17	Labour/Personnel Hire
EF103460	07/08/26	04391	Lifeskills Australia	242.00	Professional Fees - EAP Consultation
EF103461	07/08/26	04690	Paraquad Industries	8,728.61	Inter Library Loan Service 2026/2027
EF103462	07/08/26	05016	Cyclus Pty Ltd	484.00	Labour/Personnel Hire
EF103466	07/08/26	05190	Mark Foote	21,571.00	Building Maintenance
EF103467	07/08/26	05209	Portland Broome Pty Ltd	2,280.30	Professional Fees - Recruitment Services
EF103468	07/08/26	05345	Rain Bird Australia Pty Ltd	26,582.05	Reticulation Parts & Repairs - Weather Station Plan
EF103469	07/08/26	05401	Creative Spaces	4,207.50	Professional Fees - Belmont Museum Display Frames
EF103470	07/08/26	05493	Dapth	2,117.50	Computer Software Maintenance - Website Support Service
EF103471	07/08/26	05618	Stephen Doran	575.00	Library - Entertainment Expense - Workshop
EF103472	07/08/26	05623	Tree Planting and Watering - Baroness Holdings	67,701.79	Street Tree Watering Services for CoB
EF103473	07/08/26	05805	Nature Play Solutions Pty Ltd	87,884.50	Professional Fees - Bilya Kard Boodja Lookout Nature Play
EF103475	07/08/26	05944	Delron Cleaning Pty Ltd - Ventia	99,429.00	Cleaning Services - Various Locations June 2026
EF103476	07/08/26	06027	Curate Arts Incorporated	550.00	Library - Entertainment Expense - Workshop
EF103477	07/08/26	06056	Artisan Alley Pty Ltd T/as Gather Foods	671.00	Catering/Catering Supplies - Adachi
EF103478	07/08/26	06094	Boyan Electrical Services	53,614.55	Electrical Contractor - COB
EF103479	07/08/26	06105	Rocksolid Corporation Pty Ltd T/A Hawkeye Services	8,855.00	Survey Expenses - Topographic Survey
EF103480	07/08/26	06130	Amalgam Recruitment	1,579.33	Labour/Personnel Hire
EF103481	07/08/26	06138	Cake Twist by Kim	322.00	Catering/Catering Supplies - Adachi Gift
EF103482	07/08/26	06160	SEEK Limited	3,450.04	Advertising
EF103484	07/08/26	06277	Ignite Limited	2,513.63	Labour/Personnel Hire
EF103485	07/08/26	06282	Dell Financial Services Pty Ltd	13,087.93	Computer Hardware - Lease Costs
EF103486	07/08/26	06293	Freo Fire Maintenance Services Pty Ltd	2,183.09	Fire Equipment/Service
EF103487	07/08/26	06304	Prestige Property Maintenance	73,174.20	Gardening Maintenance - Tomato Lake Landscaping
EF103488	07/08/26	06345	SoCo Studios - Travis Hayto Photography	412.50	Photography/Framing Expenses
EF103490	07/08/26	06434	Quash Soundproofing	4,555.32	Building Maintenance - Faulkner Retirement Hall
EF103491	07/08/26	06554	Made To Be Messy	762.12	Community Art Classes - Wiggles & Giggles
EF103492	07/08/26	06561	Pinyo Fordham	440.00	Professional Fees - Marketing
EF103493	07/08/26	06619	Baaz Security Services Pty Ltd	453.20	Security Services - Citizenship
EF103494	07/08/26	06674	LG Solutions Pty Ltd	33,165.00	Professional Fees - Cloud Subscription & Licence Fee
EF103496	07/08/26	06751	HFM Asset Management	2,803.20	Building Maintenance - Licence Fee
EF103497	07/08/26	06815	Deborah Anne Eldridge	500.00	Library - Entertainment Expense - Workshop
EF103498	07/08/26	06875	Jimbu4J	423.50	Catering/Catering Supplies - Community Development
EF103499	07/08/26	06928	Integrity Staffing	3,958.90	Labour/Personnel Hire
EF103503	07/08/26	07099	Perth Testing and Tagging	199.65	Building Maintenance
EF103505	07/08/26	07176	R & R Autobody Repair Centre Pty Ltd T/As Greive Panelbeater	1,000.00	Plant Parts & Repairs
EF103506	07/08/26	07213	Matthew Mark McGuire	1,600.00	Music/Entertainment Expenses - Smoking Ceremony
EF103508	07/08/26	07235	UGC Holdings Pty Ltd	127,021.84	Brearley Avenue Living Stream project
EF103509	07/08/26	07248	Baidam Solutions Pty Ltd	59,091.23	Professional Fees - Subscription
EF103511	07/08/26	07282	Yidarra Group Pty Ltd	310,863.30	Volcano Park - Water Play
EF103514	07/08/26	07306	Event Safety Management Pty Ltd	1,320.00	Library - Entertainment Expense - Avon Descent
EF103516	07/08/26	07371	Atlan Stormwater Pty Ltd	22,544.50	Professional Fees - Tomato Lake Floating Wetland
EF103518	07/08/26	07381	Skill Hire WA Pty Ltd	4,009.06	Labour/Personnel Hire
EF103535	14/08/26	00118	Australia Post	11,972.65	Postage
EF103537	14/08/26	00294	City of Canning	36,910.10	Long Service Leave Reimbursement
EF103541	14/08/26	00613	Qualcon Laboratories Pty Ltd	1,254.00	Core Analysis and Asphalt Testing
EF103543	14/08/26	00988	Reece Australia Pty Ltd	587.73	Plumbing Maintenance/Supplies
EF103544	14/08/26	01088	Sports Turf Technology Pty Ltd	1,771.00	Gardening Contractor - Lysimeter & Water Testing
EF103545	14/08/26	01188	Transcore Pty Ltd	17,600.00	Professional Fees - Central Ave Extension
EF103550	14/08/26	01976	Ecoscape Australia Pty Ltd	3,850.00	Professional Fees - Wilson Zone 2 Construction
EF103553	14/08/26	02229	The Trustee for Belgravia Leisure Unit Trust	9,849.59	Oasis Expenses - Management Fee - July & August 2026
EF103555	14/08/26	02418	Programmed Property Services Pty Ltd	65,985.48	Gardening Contractor - Mowing & Water Servicing
EF103557	14/08/26	02863	Civil Survey Solutions Pty Ltd	27,401.00	Architecture Engineering & Construction - Annual Subscription
EF103558	14/08/26	02864	EnvisionWare Pty Ltd	3,917.89	Computer Software Maintenance - Envisionware Annual Subscription
EF103559	14/08/26	02913	Syrinx Environmental Pty Ltd	2,750.00	Professional Fees - The Esplanade Foreshore Stabilisation

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF103560	14/08/26	02958	Yoshino Sushi	175.34	Catering/Catering Supplies - Citizenship Ceremony
EF103561	14/08/26	03197	West Coast Turf	12,640.00	Gardening Contractor - Turf Maintenance
EF103562	14/08/26	03419	Gott Health	1,567.50	Community Exercise Classes
EF103563	14/08/26	03543	Labyrinth Constructions	3,740.00	Building Construction - Mercy Care Facility
EF103565	14/08/26	04544	SirsiDynix Pty Ltd	1,884.96	Computer Software Maintenance
EF103566	14/08/26	05091	Shaun Chandran - Coco Bros	800.00	Music/Entertainment Expenses - Citizenship Ceremony
EF103567	14/08/26	05127	Champion Music	544.50	Music/Entertainment Expenses - Citizenship Ceremony
EF103568	14/08/26	05336	West - Sure Group Pty Ltd	570.90	Security Services
EF103569	14/08/26	05377	Encyclopaedia Britannica Australia Ltd	3,479.30	Computer Software Maintenance - Britannica Library Subscription
EF103571	14/08/26	05427	Horizon West Landscape & Irrigation Pty Ltd	5,731.87	Gardening Maintenance - Various Locations
EF103572	14/08/26	05623	Tree Planting and Watering - Baroness Holdings	56,327.06	Gardening Contractor - Mowing & Water Servicing
EF103573	14/08/26	05642	Steve's Sand Sifting for Playground Services	6,390.20	Sand Sifting - Various Parks
EF103574	14/08/26	05692	Newground Water Services Pty Ltd	11,687.50	Reticulation Installation
EF103575	14/08/26	05944	Delron Cleaning Pty Ltd - Ventia	1,263.88	Cleaning Services
EF103576	14/08/26	06094	Boyan Electrical Services	213.95	Electrical Contractor
EF103577	14/08/26	06105	Rocksolid Corporation Pty Ltd T/A Hawkeye Services	3,520.00	Survey Expenses
EF103578	14/08/26	06160	SEEK Limited	861.96	Advertising
EF103579	14/08/26	06188	Cannington Retravision	635.80	Electrical Goods
EF103580	14/08/26	06211	Urbii Consulting Pty Ltd	11,440.00	Professional Fees - Engineering - LATM Warrant System
EF103582	14/08/26	06276	Efficient Site Services (WA)	3,080.00	Gardening Maintenance
EF103583	14/08/26	06277	Ignite Limited	2,190.94	Labour/Personnel Hire
EF103584	14/08/26	06430	A & N Enterprises (Australia) Pty Ltd	1,158.00	Plant/Equipment Hire - Bus Hire - Rottnest Adachi Tour
EF103585	14/08/26	06583	Jotterbook Flowers	2,075.00	Library - Entertainment Expense - Workshop
EF103586	14/08/26	06660	Rehbein Consulting Pty Ltd	357.50	Op Centre - Boundary Inspection
EF103589	14/08/26	06754	Doon Raj P/L - T/as Belmont (WA) Carpet Court	3,720.00	Building Maintenance - Oasis Meeting Room Carpets
EF103590	14/08/26	06795	AMPAC Debt Recovery(WA) Pty Ltd	66.00	Professional Fees - Debt Collection
EF103592	14/08/26	06833	First Choice Gates (WA)	480.00	Fencing - Miles Park
EF103593	14/08/26	06835	Bureau Veritas Australia	14,899.50	Audit Fee - Surveillance
EF103594	14/08/26	06840	Landscape Elements	116,837.33	Gardening Contractor - Belmont Grandstand & Flemington Estate
EF103595	14/08/26	06875	Jimbu4J	137.70	Catering/Catering Supplies - Art Award Selection Meeting
EF103597	14/08/26	06928	Integrity Staffing	3,325.47	Labour/Personnel Hire
EF103598	14/08/26	06960	Phase 3 Landscape Construction	715.00	Professional Fees - Faulkner Park Lake
EF103599	14/08/26	07006	Moorditj Mida Moort	1,500.00	Welcome to Country - Adachi
EF103600	14/08/26	07097	Perth Region Tourism Organisation Inc	5,500.00	Annual Membership - Destination Perth
EF103601	14/08/26	07104	Aboriginal Land Care (Ngala - Boodja) Pty Ltd	2,227.50	Gardening Contractor - Adachi Park Foreshore
EF103602	14/08/26	07119	Maxey Plumbing Pty Ltd	466.82	Plumbing Maintenance/Supplies
EF103604	14/08/26	07176	R & R Autobody Repair Centre Pty Ltd T/As Greive Panelbeater	500.00	Plant Parts & Repairs
EF103607	14/08/26	07329	The Bell Shakespeare Company Ltd	8,700.00	Music/Entertainment Expenses - After Dark
EF103608	14/08/26	07374	Michelle Pearson	7,830.44	Library - Entertainment Expense - After Dark
EF103609	14/08/26	07381	Skill Hire WA Pty Ltd	21,648.92	Labour/Personnel Hire
EF103611	14/08/26	07386	Agility Industrial t/a Integrity Industrial Pty Ltd	7,861.45	Labour/Personnel Hire
EF103612	14/08/26	07403	Michael Ciaramella	1,400.00	Library - Entertainment Expense - After Dark
EF103630	21/08/26	00390	Landgate	551.85	GRV Interim Valuation
EF103636	21/08/26	01353	Aurion Corporation Pty Ltd	1,806.75	Computer Software Maintenance - SAAS
EF103638	21/08/26	01772	Data3 Limited	11,289.37	Computer Software Maintenance - Cisco ISE License
EF103641	21/08/26	02229	The Trustee for Belgravia Leisure Unit Trust	9,849.59	Oasis Expenses - Management Fee - July & August 2026
EF103642	21/08/26	02303	Ultimo Catering and Events	1,314.60	Catering/Catering Supplies - Council Dinner
EF103643	21/08/26	02418	Programmed Property Services Pty Ltd	3,448.40	Gardening Contractor - Mowing
EF103644	21/08/26	02672	Ruah Community Services	21,426.92	Provision of Preventive Domestic Violence
EF103647	21/08/26	03504	Classic Tree Services	2,490.93	Gardening Contractor - CoB Street Trees
EF103648	21/08/26	03543	Labyrinth Constructions	11,888.80	Building Construction - Op Centre Maintenance
EF103650	21/08/26	03603	Victoria Park Belmont Baseball Club	150.00	Line Marking
EF103652	21/08/26	03823	Remplan - Compelling Economics Pty Ltd	22,550.00	Subscription - Remplan Economy & Community Annual Fee
EF103654	21/08/26	04783	Tetra Tech Coffey Pty Ltd (Prev Coffey Services Australia)	5,900.71	Professional Fees - Asbestos Inspections
EF103655	21/08/26	05181	Aloft Hotel Perth	45.00	Catering/Catering Supplies - After Dark
EF103658	21/08/26	05796	Live to Tell Your Story Inc t/as Prepare Produce Provide	995.00	Catering/Catering Supplies - NAIDOC Week
EF103659	21/08/26	05944	Delron Cleaning Pty Ltd - Ventia	290.03	Cleaning Services
EF103660	21/08/26	05963	Mr Potplants	2,343.00	Plant/Equipment Hire - After Dark
EF103662	21/08/26	06438	Marketlife Pty Ltd T/As Erin Madeley Consulting	451.00	Music/Entertainment Expenses - Avon Descent
EF103663	21/08/26	06511	The Trustee for Osborne Truck Rentals T/A Europcar WA	2,960.76	Plant/Equipment Hire
EF103665	21/08/26	06875	Jimbu4J	335.60	Catering/Catering Supplies - Advisory Group Lunch
EF103667	21/08/26	07006	Moorditj Mida Moort	1,500.00	Welcome to Country - Adachi
EF103668	21/08/26	07114	Michael Griffiths	10,753.18	Library - Entertainment Expense - After Dark
EF103669	21/08/26	07121	Joshua David Haines	2,500.00	Library - Entertainment Expense - After Dark
EF103670	21/08/26	07136	EPIC Installations Pty Ltd	1,936.00	Plant/Equipment Hire - Avon Descent
EF103671	21/08/26	07145	Airline Laundry Services Australia Pty Ltd	764.30	Cleaning Services
EF103672	21/08/26	07160	Plus Architecture Western Australia Pty Ltd	16,500.00	Professional Fees - Peet Park Community Centre
EF103674	21/08/26	07215	Silverback Enterprises Pty Ltd - Paramount Security Services	299.20	Security Services
EF103675	21/08/26	07243	Gambara Pty Ltd	3,850.00	Environmental Expenses - Adachi Foreshore
EF103676	21/08/26	07317	Mia Palmer - Verevis	400.00	Art Awards/Exhibition
EF103677	21/08/26	07358	A E Hoskins Building Services	80,400.56	Building Construction - Belmont Resource Centre - Wet Area
EF103679	21/08/26	07414	Jetwave Group Pty Ltd	3,040.40	Hardware
EF103688	28/08/26	00195	Bin Bath Australia Pty Ltd	2,169.77	Cleaning Services
EF103689	28/08/26	00221	John Hughes Group	212,914.75	Plant Purchases - Ford Rangers & Kia
EF103690	28/08/26	00230	Jackson McDonald	18,198.95	Legal Expenses
EF103695	28/08/26	00294	City of Canning	31,458.00	Rubbish Removals - Tip Pass Fee
EF103696	28/08/26	00295	Capital Recycling	3,958.90	Rubbish Removals
EF103699	28/08/26	00390	Landgate	33.90	Title Searches
EF103700	28/08/26	00394	Child & Adolescent Health Service - Dept of Health WA	836.00	Immunisation Expenses
EF103701	28/08/26	00412	Dowsing Group Pty Ltd	64,158.01	Concrete Contractor - Profiling and Concrete Various Locations
EF103703	28/08/26	00442	Dial Before You Dig Australia	2,062.06	Survey Expenses - Membership Fee

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF103704	28/08/26	00471	Filters Plus	16.83	Plant Parts & Repairs
EF103705	28/08/26	00501	Infor Global Solutions (ANZ) Pty Ltd	4,819.25	Computer Software Maintenance - Cloud Transition
EF103707	28/08/26	00557	City Subaru	1,183.60	Plant Parts & Repairs
EF103708	28/08/26	00585	Hydroquip Pumps	10,978.00	Bore Drilling/ Maintenance - Pump Replacement Various Parks
EF103710	28/08/26	00699	Marketforce Pty Ltd	1,706.10	Advertising & Printing
EF103711	28/08/26	00718	Major Motors Pty Ltd	286.95	Plant Parts & Repairs
EF103712	28/08/26	00734	McIntosh and Son WA	121.00	Plant Parts & Repairs
EF103713	28/08/26	00815	New Town Toyota	4,082.25	Plant Parts & Repairs
EF103714	28/08/26	00830	Canon Production Printing Australia Pty Ltd	1,539.01	Photocopy Expenses
EF103716	28/08/26	00917	Positive Auto Electrics	263.51	Plant Parts & Repairs
EF103718	28/08/26	00931	Sonic HealthPlus Pty Ltd	1,083.50	Pre Employment Medicals
EF103719	28/08/26	00972	Repco Auto Parts	926.02	Plant Parts & Repairs
EF103721	28/08/26	00988	Reece Australia Pty Ltd	7,368.02	Plumbing Maintenance/Supplies - COB Irrigation Fittings
EF103722	28/08/26	01002	RAC Businesswise Vehicle Breakdowns	115.00	Plant Parts & Repairs
EF103723	28/08/26	01006	Ron Fullers Air	770.00	Plant Parts & Repairs
EF103725	28/08/26	01059	Sledgehammer Concrete Cutting Service	186.48	Concrete Contractor
EF103726	28/08/26	01074	Shred - X Pty Ltd	60.70	Rubbish Removals
EF103727	28/08/26	01088	Sports Turf Technology Pty Ltd	1,771.00	Gardening Contractor - Water Testing
EF103728	28/08/26	01090	St John Ambulance Australia Inc	873.00	First Aid Service - Training & NAIDOC Event
EF103730	28/08/26	01097	Dept of the Premier & Cabinet	388.68	Advertising - Firebreak and Fire Hazard Notice
EF103731	28/08/26	01138	E & M J Rosher Pty Ltd	1,321.38	Plant Parts & Repairs
EF103732	28/08/26	01149	The Lifting Company Pty Ltd	319.00	Plant Parts & Repairs
EF103733	28/08/26	01180	Aptella Pty Ltd	328.72	Calibration
EF103734	28/08/26	01186	ZircoDATA Pty Ltd	1,936.84	Records Storage - July 2026
EF103735	28/08/26	01188	Transcore Pty Ltd	10,450.00	Professional Fees - Traffic Engineering Service
EF103737	28/08/26	01233	Stihl Shop Redcliffe	2,826.55	Tools/Tool Repairs
EF103738	28/08/26	01237	Wren Oil	479.60	Rubbish Removals
EF103740	28/08/26	01243	WARP Pty Ltd	95,887.51	Traffic Control - Various Locations
EF103744	28/08/26	01289	Wayne's Windscreens Pty Ltd	1,979.00	Plant Parts & Repairs
EF103745	28/08/26	01317	WA Hino Sales & Service	2,457.70	Plant Parts & Repairs
EF103747	28/08/26	01358	Kevrek Australia Pty Ltd	1,364.00	Plant Parts & Repairs
EF103749	28/08/26	01411	Award Irrigation Pty Ltd - Award Contracting	825.00	Reticulation Installation - Adachi Park
EF103751	28/08/26	01533	WC Convenience Management	5,462.61	Building Maintenance - Toilets Cleaning
EF103755	28/08/26	01712	Donegan Enterprises Pty Ltd	763.84	Various Parks Repairs and Maintenance
EF103756	28/08/26	01721	Fulton Hogan Industries	121,444.98	Road Building Contractor - Asphalt
EF103757	28/08/26	01789	Allcom Communications	567.33	Two Way Radio Expenses
EF103758	28/08/26	02000	Hames Sharley (WA) Pty Ltd	17,118.75	Professional Fees - Oasis Development Concept
EF103759	28/08/26	02050	Austraffic WA	4,580.40	Traffic Control - Traffic Count & Crossing Surveys
EF103761	28/08/26	02161	Supercrane Service Parts & Training Pty Ltd	640.20	Plant Parts & Repairs
EF103762	28/08/26	02207	Wilson Security	152,442.48	Security Services - July 2026
EF103763	28/08/26	02298	Pelican Linemarking	2,934.80	Line Marking
EF103764	28/08/26	02359	Swan Towing Service Pty Ltd	616.00	Towing Vehicles
EF103765	28/08/26	02387	Triton Electrical Contractors Pty Ltd	1,589.50	Electrical Contractor - COB
EF103766	28/08/26	02393	Zipform Pty Ltd	51,106.26	Printing & Postage - Rates Notice
EF103767	28/08/26	02410	System Maintenance T/A Systems By Ballantyne	14,268.13	Plumbing Maintenance/Supplies
EF103768	28/08/26	02424	Neylor	28,044.29	Window Treatments - Belmont Hub Event Rooms
EF103769	28/08/26	02425	Prestige Alarms	3,747.70	Security Services
EF103772	28/08/26	02627	Dunbar Services WA Pty Ltd	1,012.00	Cleaning Services
EF103773	28/08/26	02670	Aboriginal Productions & Promotions	2,100.00	Music/Entertainment Expenses - Adachi Kings Park Tour
EF103774	28/08/26	02779	Natural Area Holdings Pty Ltd	15,452.29	Gardening Contractor - Garvey Park Survey & Citizenship Plants
EF103776	28/08/26	02837	GLG Greenlife Group	32,087.90	Gardening Maintenance - Verge Mowing
EF103781	28/08/26	03197	West Coast Turf	15,681.60	Gardening Contractor - Turf Maintenance
EF103782	28/08/26	03419	Gott Health	3,905.00	Community Exercise Classes
EF103784	28/08/26	03464	Bridgestone Australia Ltd	724.37	Plant Parts & Repairs
EF103785	28/08/26	03498	Talis Consultants Pty Ltd	5,775.00	Professional Fees - Design - Belvidere St
EF103786	28/08/26	03504	Classic Tree Services	44,430.04	Tree Pruning Within CoB
EF103787	28/08/26	03583	DFES Direct Brigade Alarm Monitoring	1,881.00	Fire Equipment/Service - Annual Monitoring
EF103788	28/08/26	03599	Donald Cant Watts Corke (WA) Pty Ltd	10,406.00	Professional Fees - Belmont Hub & Superintendency Service
EF103789	28/08/26	03707	Access Unlimited International Pty Ltd	1,386.00	Plant Parts & Repairs
EF103791	28/08/26	04026	HK Calibration Technologies Pty Ltd	214.50	Plant Parts & Repairs
EF103794	28/08/26	04320	ABM Landscaping	1,852.13	Bricks/Bricklaying
EF103795	28/08/26	04391	Lifeskills Australia	1,328.25	Professional Fees - EAP Consultation
EF103796	28/08/26	04454	FM Contract Solutions Pty Ltd	2,348.50	Professional Fees - Analysis
EF103797	28/08/26	04467	Rent a Fence Pty Ltd	108.70	Fencing
EF103798	28/08/26	04477	Place Laboratory Pty Ltd	7,007.00	Professional Fees - Landscaping Belvidere St
EF103799	28/08/26	04529	Southern Cross Care (WA) Inc	6,785.61	Independent Living Units Management - July 2026
EF103800	28/08/26	04594	Website Weed and Pest W A Pty Ltd	43,174.52	Weed Control - Kerbs & Paths June & July 2026
EF103801	28/08/26	04693	Allwest Plant Hire Australia Pty Ltd	8,525.00	Plant/Equipment Hire
EF103802	28/08/26	04713	Festoon Lighting Perth	902.79	Plant/Equipment Hire - Civic Dinner
EF103804	28/08/26	04779	One 20 Productions	66,720.28	Plant/Equipment Hire - After Dark Stage Infrastructure
EF103805	28/08/26	04917	Environmental Industries Pty Ltd	36,148.36	Landscape Maintenance for Ascot Waters & COB Parks
EF103806	28/08/26	04967	Cockburn Party Hire	4,792.00	Plant/Equipment Hire
EF103809	28/08/26	05190	Mark Foote	1,100.00	Building Maintenance - COB
EF103811	28/08/26	05252	AAAC Towing Pty Ltd	3,568.29	Towing Vehicles
EF103812	28/08/26	05427	Horizon West Landscape & Irrigation Pty Ltd	22,039.37	Gardening Maintenance - Various Locations
EF103814	28/08/26	05523	Go Doors Pty Ltd	10,567.64	Building Maintenance
EF103815	28/08/26	05568	Allstate Kerbing and Concrete	2,977.29	Kerbing Contractor - COB
EF103816	28/08/26	05623	Tree Planting and Watering - Baroness Holdings	211,441.67	Street Tree Watering Services for CoB
EF103817	28/08/26	05692	Newground Water Services Pty Ltd	325,097.19	Reticulation Installation & Planting - COB Various Parks
EF103819	28/08/26	05771	Alsco Pty Ltd	280.40	Cleaning Services
EF103821	28/08/26	05840	Commercial Aquatics Australia Pty Ltd	7,929.27	Oasis Expenses - Monthly Maintenance

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF103822	28/08/26	05875	Nature Play WA	2,695.00	Playground Inspections/Repairs - Avon Descent
EF103823	28/08/26	05944	Delron Cleaning Pty Ltd - Ventia	54,777.32	Cleaning Services
EF103825	28/08/26	06067	TK Elevator Australia Pty Ltd	2,144.54	Building Maintenance
EF103826	28/08/26	06091	Engineering Technology Consultants	4,950.00	Professional Fees - Belvidere St Streetscape Revitalisation & Peet Park Lighting Review
EF103827	28/08/26	06094	Boyan Electrical Services	45,880.58	Electrical Contractor - COB
EF103828	28/08/26	06104	Flick Anticimex Pty Ltd	2,458.49	Pest Control
EF103829	28/08/26	06293	Freo Fire Maintenance Services Pty Ltd	3,629.17	Fire Equipment/Service
EF103830	28/08/26	06304	Prestige Property Maintenance	15,892.80	Gardening Maintenance - Landscaping
EF103831	28/08/26	06326	Total Tools Kewdale	297.00	Tools/Tool Repairs
EF103832	28/08/26	06345	SoCo Studios - Travis Hayto Photography	6,121.50	Photography/Framing Expenses
EF103833	28/08/26	06362	Marjan Partitions Pty Ltd t/as M & M Interiors	30,000.00	Building Construction - Independent Units Renovation
EF103834	28/08/26	06368	Grandstand Agency	1,650.00	Music/Entertainment Expenses - Avon Descent
EF103835	28/08/26	06377	Choiceone Pty Ltd	50,188.45	Labour/Personnel Hire
EF103836	28/08/26	06389	Netstar Australia Pty Ltd	286.00	Security Services
EF103838	28/08/26	06468	Perth Bouncy Castle Hire - The Fun Depot	499.40	Plant/Equipment Hire - Wiggles & Giggles
EF103840	28/08/26	06580	Omnicom Media Group	17,639.71	Advertising
EF103842	28/08/26	06591	Blue Tang (WA) T/A The Reef Unit Trust	15,081.00	Professional Fees - Matheson Public Open Space Consultancy
EF103843	28/08/26	06592	Grosvenor Engineering Group	1,610.07	Electrical Contractor - COB
EF103845	28/08/26	06654	Billi Australia Pty Ltd	1,089.45	Plant Parts & Repairs
EF103846	28/08/26	06662	Tool Kit Depot	5,333.25	Tools/Tool Repairs
EF103850	28/08/26	06718	Empire Roofing Services	6,242.50	Building Maintenance
EF103851	28/08/26	06776	Easy Access Lifts	2,046.00	Plant Parts & Repairs
EF103852	28/08/26	06795	AMPAC Debt Recovery(WA) Pty Ltd	225.50	Professional Fees - Debt Collection
EF103854	28/08/26	06857	Arion Service	7,865.00	Building Maintenance - Oasis & Basketball Court Painting
EF103855	28/08/26	06871	Mobile Sentinel T/A Little Rippers Technology	9,385.20	Cleaning Services - Waste Bag Rolls
EF103856	28/08/26	06874	Bug Busters	3,608.00	Pest Control
EF103857	28/08/26	06875	Jimbu4J	62.40	Catering/Catering Supplies - Advisory Group Meeting
EF103858	28/08/26	06884	McLeods Lawyers	28,416.80	Legal Expenses
EF103859	28/08/26	06888	Veolia Water Operations Pty Ltd T/A Allpipe Technologies	31,026.66	Building Maintenance - COB
EF103861	28/08/26	06900	AMS Technology Group Pty Ltd - Maintenance	15,501.60	Airconditioning/Refrigeration Maintenance - COB
EF103862	28/08/26	06910	Dream Courts Pty Ltd	36,004.81	Playground Inspections/Repairs - Forster Park Basketball Court
EF103863	28/08/26	06929	Brett David Investments T/A Successful Projects	7,810.70	Professional Fees - Engineering - Belvidere St Revitalisation
EF103864	28/08/26	06934	Positively Green Pty Ltd	15,637.72	BSRC Bowling Green Maintenance
EF103866	28/08/26	06970	Alphazeta Group	3,960.00	Hub - Drainage Review
EF103867	28/08/26	07043	Kinglarp Pty Ltd T/A The Pressure King	22,019.53	Graffiti Removal & BBQ Cleaning - Various Locations
EF103868	28/08/26	07061	Zenith Search	27,199.59	Labour/Personnel Hire
EF103869	28/08/26	07070	Hoopla ANZ LLC	601.16	Books/CDs/DVDs
EF103871	28/08/26	07119	Maxey Plumbing Pty Ltd	37,022.26	Plumbing Maintenance/Supplies - COB Irrigation Fittings
EF103872	28/08/26	07120	REALMSTUDIOS Pty Ltd	17,927.25	Professional Fees - Belmont Trust Land Phase1
EF103873	28/08/26	07145	Airline Laundry Services Australia Pty Ltd	653.40	Cleaning Services
EF103876	28/08/26	07182	Brightmark Group Pty Ltd	5,375.15	Cleaning Services - COB
EF103877	28/08/26	07215	Silverback Enterprises Pty Ltd - Paramount Security Services	5,925.21	Security Services - After Dark
EF103878	28/08/26	07235	UGC Holdings Pty Ltd	13,389.55	Building Maintenance - Spraying & Mowing
EF103879	28/08/26	07248	Baidam Solutions Pty Ltd	9,377.94	Professional Fees - Cloud Security and Data Loss Prevention
EF103881	28/08/26	07263	WA Recycling Pty Ltd	15,043.62	Rubbish Removals
EF103882	28/08/26	07265	BOS Civil	986,019.21	Building Construction - Belvidere Streetscape
EF103883	28/08/26	07290	Dynamic Asset Consulting Pty Ltd	1,558.33	Professional Fees - Analysis - Advisory Fee
EF103884	28/08/26	07321	Dionne Hooyberg	950.00	Art Awards/Exhibition - Art Awards
EF103885	28/08/26	07331	Premier Glass & Mirrors	467.50	Building Maintenance - Oasis
EF103886	28/08/26	07350	Dec the Malls Pty Ltd	4,583.34	Plant/Equipment Hire - Christmas Decoration Deposit
EF103887	28/08/26	07361	Zedcon Scientific Services	990.00	Professional Fees - Belmont Hub Cladding
EF103888	28/08/26	07367	Glynis Traill - Nash	1,650.00	Library - Entertainment Expense - After Dark
EF103889	28/08/26	07381	Skill Hire WA Pty Ltd	7,216.31	Labour/Personnel Hire
EF103890	28/08/26	07387	Generators Australia Pty Ltd	1,757.48	Plant/Equipment Hire - Belvidere St - Solar LED Smart Floodlight
EF103891	28/08/26	07392	Kelly's Wellness	385.00	Community Exercise Classes
EF103892	28/08/26	07404	Gregory Brenton	4,760.00	Library - Entertainment Expense - After Dark
EF103893	28/08/26	07406	Vocal 4	5,000.00	Library - Entertainment Expense - After Dark
EF103894	28/08/26	07407	Cleanpro Work Place Services Pty Ltd	5,151.30	Cleaning Services - Bins
EF103910	28/08/26	02458	Technology One Ltd	542,354.64	Computer Software Maintenance - Technology One Saas Platform
	Contractors Total			**6,998,351.00**	
Councillor Payments					
EF103438	07/08/26	01369	Philip Marks	3,351.84	Elected Member Remuneration
EF103446	07/08/26	02145	Robert Rossi	13,550.83	Elected Member Remuneration
EF103458	07/08/26	03916	Bernard Ryan	3,351.84	Elected Member Remuneration
EF103464	07/08/26	05084	Jenny Davis	3,351.84	Elected Member Remuneration
EF103465	07/08/26	05085	George Sekulla	3,351.84	Elected Member Remuneration
EF103474	07/08/26	05828	Deborah Sessions	5,519.17	Elected Member Remuneration
EF103495	07/08/26	06704	Christopher Kulczycki	3,351.84	Elected Member Remuneration
EF103500	07/08/26	06968	Jarod Harris	3,351.84	Elected Member Remuneration
EF103507	07/08/26	07225	Khandoker Abedin	3,351.84	Elected Member Remuneration
EF103512	07/08/26	07292	Jonathan Seth	1,215.00	ARIC Members Remuneration
EF103513	07/08/26	07293	Shona Zulsdorf	972.00	ARIC Members Remuneration
EF103639	21/08/26	02145	Robert Rossi	33.30	Councillor Sitting Fee/Reimbursement - Parking
EF103848	28/08/26	06704	Christopher Kulczycki	3,150.00	Councillor Sitting Fee/Reimbursement - Conference
	Councillor Payments Total			**47,903.18**	
Credit Card 2310					
EF103620	19/08/26	03526	Botanic Gardens	375.00	Gazebo Hire - Adachi Delegation
EF103620	19/08/26	03526	Business Excellence	1,400.00	Membership
EF103620	19/08/26	03526	Wavepay	269.95	Employee entitlement
	Credit Card 2310 Total			**2,044.95**	

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
Credit Card 4739					
EF103623	19/08/26	06409	Accuris	212.83	Safety Equipment
EF103623	19/08/26	06409	Chat GPT	59.36	Subscription
EF103623	19/08/26	06409	News	36.00	Subscription
EF103623	19/08/26	06409	Accuris	123.59	Peet Park Sports Lighting Upgrade
EF103623	19/08/26	06409	Accuris	8.56	Peet Park Sports Lighting Upgrade
	Credit Card 4739 Total			**440.34**	
Credit Card 7563					
EF103624	19/08/26	06834	Australian Museums & Gallaries Ass	268.00	Membership
EF103624	19/08/26	06834	Fremantle Prison YHA	1,730.00	Adachi Delegation Accommodation
EF103624	19/08/26	06834	Sealink	506.25	Rottnest Ferry - Adachi Students
EF103624	19/08/26	06834	Planning Institute Australia	762.00	Membership - Wilmot Loh
EF103624	19/08/26	06834	DLGIRS	1,419.00	Licence - After Dark Event
EF103624	19/08/26	06834	Caval Ltd	300.00	Conference
EF103624	19/08/26	06834	The Royal WA Historical Society	110.00	Membership
EF103624	19/08/26	06834	Magistrate Court of WA	597.30	Ecourt Lodgement Fee
EF103624	19/08/26	06834	Sealink	1,544.87	Rottnest Ferry - Adachi Students
EF103624	19/08/26	06834	Nintendo	41.97	Games for Symphony of Stories Event
	Credit Card 7563 Total			**7,279.39**	
Credit Card 7996					
EF103621	19/08/26	05121	Wilsom Parking	32.00	Wilson Parking
	Credit Card 7996 Total			**32.00**	
Credit Card 8380					
EF103622	19/08/26	06342	Facebook	1,389.00	Advertising
EF103622	19/08/26	06342	Campaign Monitor	1,807.30	Subscription
EF103622	19/08/26	06342	Facebook	67.41	Advertising
EF103622	19/08/26	06342	Microsoft	2,726.98	Subscription
EF103622	19/08/26	06342	Adobe	43.99	Subscription
EF103622	19/08/26	06342	Twilio	32.69	Subscription
EF103622	19/08/26	06342	Google	37.59	Subscription
EF103622	19/08/26	06342	Facebook	1,097.65	Advertising
EF103622	19/08/26	06342	SP Reboot	187.93	Electrical Item
	Credit Card 8380 Total			**7,390.54**	
Credit Card 8670					
EF103625	19/08/26	06849	Amongst the Tree	1,848.00	Conference
EF103625	19/08/26	06849	Department of Transport	225.40	Licence Fee
EF103625	19/08/26	06849	Project Management Institute	98.30	Membership Fee
EF103625	19/08/26	06849	8 Yolks	38.56	Catering - Team Building
EF103625	19/08/26	06849	Qantas Airways	947.79	Flights - PLAWA Conference
	Credit Card 8670 Total			**3,158.05**	
Fuels and Utilities					
EF103419	07/08/26	00042	Alinta Energy	895.15	Light, Power, Gas
EF103436	07/08/26	01252	Water Corporation	637.65	Water, Annual & Excess
EF103437	07/08/26	01274	Synergy	20,687.02	Light, Power, Gas
EF103453	07/08/26	03592	Steven Harling	114.30	Fuel, Oil, Additives
EF103489	07/08/26	06424	Telstra Limited	3,938.90	Phone/Internet expenses
EF103534	14/08/26	00042	Alinta Energy	175.35	Light, Power, Gas
EF103546	14/08/26	01252	Water Corporation	17,731.38	Water, Annual & Excess
EF103548	14/08/26	01274	Synergy	146,773.38	Light, Power, Gas
EF103556	14/08/26	02631	Ampol - Caltex	9,852.60	Fuel, Oil, Additives
EF103587	14/08/26	06713	Powerlyt Group	21,330.38	Light, Power, Gas
EF103627	21/08/26	00042	Alinta Energy	11,358.45	Light, Power, Gas
EF103634	21/08/26	01252	Water Corporation	6,892.40	Water, Annual & Excess
EF103649	21/08/26	03592	Steven Harling	91.16	Fuel, Oil, Additives
EF103661	21/08/26	06424	Telstra Limited	20,943.45	Phone/Internet expenses
EF103741	28/08/26	01252	Water Corporation	748.21	Water, Annual & Excess
EF103837	28/08/26	06424	Telstra Limited	7,707.32	Phone/Internet expenses
EF103844	28/08/26	06614	Oracle Customer Management Solutions	7,224.62	Phone/Internet expenses
EF103849	28/08/26	06707	Motorpass - 3615 - Liberty Gosnell	275.64	Fuel, Oil, Additives
	Fuels and Utilities Total			**288,145.58**	
Materials					
EF103420	07/08/26	00066	APC Storage Technology Pty Ltd	605.00	Safety Clothing/Equipment
EF103422	07/08/26	00185	Benara Nurseries	19,746.11	Gardening - Plants/Supplies - Street Tress & Replacement Plants
EF103423	07/08/26	00203	BOC Gases Australia Ltd	240.15	Welding Equipment/Supplies
EF103426	07/08/26	00406	Domus Nursery	64,945.75	Gardening - 2026 Streetscape Enhancement Plant
EF103428	07/08/26	00664	Kmart Australia Limited	159.00	Stationery & Printing
EF103430	07/08/26	00832	Officeworks	767.00	Stationery & Printing
EF103433	07/08/26	01083	SERCUL South East Regional Centre for Urban Landcare	2,768.37	Gardening - Plants/Supplies
EF103455	07/08/26	03660	Safe T Card Australia Pty Ltd	53.90	Safety Clothing/Equipment
EF103463	07/08/26	05036	Smedia Pty Ltd	500.00	Books/CDs/DVDs
EF103483	07/08/26	06234	Brandworx Australia	766.48	Uniforms
EF103501	07/08/26	07015	Supagas Pty Ltd	79.76	Welding Equipment/Supplies
EF103502	07/08/26	07096	Melbourne Bicycle Centre Prahran	2,178.00	Safety Clothing/Equipment - Bicycle Locks
EF103504	07/08/26	07167	Khodal Krupa WA	116.90	Publications/Newspapers
EF103510	07/08/26	07254	Chefmaster Australia	966.86	Cleaning Products
EF103517	07/08/26	07380	Cover Point Pty Ltd T/A SO IN TIME	374.00	Safety Clothing/Equipment
EF103536	14/08/26	00185	Benara Nurseries	50,022.50	Gardening - Plants/Supplies - Street Tress & Replacement Plants
EF103540	14/08/26	00317	Coles Supermarkets Aust Pty Ltd	1,302.76	Groceries
EF103542	14/08/26	00664	Kmart Australia Limited	89.00	Stationery & Printing
EF103547	14/08/26	01263	West Australian Newspapers Ltd	565.19	Publications/Newspapers
EF103549	14/08/26	01547	Big W	216.50	Craft/Display Materials

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF103551	14/08/26	01983	Whistlers Products Pty Ltd	236.25	Groceries
EF103554	14/08/26	02357	City of Kalamunda	8,188.71	Long Service Leave Reimbursement
EF103564	14/08/26	04394	JB Hi - Fi Belmont Forum - Library purchases	712.40	Books/CDs/DVDs
EF103581	14/08/26	06234	Brandworx Australia	290.82	Uniforms
EF103591	14/08/26	06800	The Aivish Family Trust T/as Fruit Break	2,755.27	Groceries
EF103605	14/08/26	07184	Mane Liquor Osborne Park Pty Ltd	172.80	Beverages
EF103629	21/08/26	00317	Coles Supermarkets Aust Pty Ltd	58.50	Groceries
EF103632	21/08/26	00832	Officeworks	202.22	Stationery & Printing
EF103640	21/08/26	02201	Neverfail Springwater Limited	50.70	Beverages
EF103646	21/08/26	03104	Rawlinsons WA	8,360.00	Professional Fee - Belmont Hub Recladding Cost Estimation
EF103673	21/08/26	07190	Green Plant Enterprises Pty Ltd - Bloomin Boxes	82.50	Flowers - Sympathy Flowers
EF103687	28/08/26	00185	Benara Nurseries	52,148.74	Gardening - Plants/Supplies - Street Tress & Replacement Plants
EF103691	28/08/26	00231	Bunnings Group Ltd	3,689.91	Hardware
EF103692	28/08/26	00233	Bunzl Limited	7,520.75	Cleaning Products
EF103693	28/08/26	00261	Atom Supply	600.07	Metal Goods
EF103694	28/08/26	00285	City of Armadale	814.21	Stationery & Printing
EF103697	28/08/26	00317	Coles Supermarkets Aust Pty Ltd	528.85	Groceries
EF103702	28/08/26	00435	Ellenby Pty Ltd	5,464.00	Gardening - Plants/Supplies
EF103709	28/08/26	00617	Jacksons Drawing Supplies Pty Ltd	99.30	Craft/Display Materials
EF103715	28/08/26	00832	Officeworks	74.84	Stationery & Printing
EF103717	28/08/26	00923	Pope Packaging	649.00	Cleaning Products
EF103720	28/08/26	00986	Reface Industries Pty Ltd	6,848.60	Subscription - Annual Hublet Licences
EF103724	28/08/26	01040	Sheridans Badges & Engraving	1,185.80	Badges & Pendants
EF103736	28/08/26	01206	Access Icon Pty Ltd t/a Cascada	1,838.10	Concrete Products
EF103739	28/08/26	01238	WA Library Supplies Pty Ltd	1,385.30	Stationery & Printing
EF103742	28/08/26	01265	Westbooks	141.99	Books/CDs/DVDs
EF103746	28/08/26	01325	Poolegrave Signs and Engraving	71.50	Signs
EF103748	28/08/26	01398	Winc Australia Pty Ltd	2,344.62	Stationery & Printing
EF103750	28/08/26	01430	Raeco - CEI Pty Ltd	90.58	Stationery & Printing
EF103752	28/08/26	01570	Blackwoods	1,580.56	Hardware
EF103760	28/08/26	02088	Lock Stock & Farrell Locksmith	9,380.10	Hardware
EF103770	28/08/26	02431	Look Brilliant Pty Ltd	2,200.00	Promotional Items
EF103771	28/08/26	02498	City of South Perth	8,042.49	Impound Cats & Dogs - June 2026
EF103775	28/08/26	02794	Premier Workplace Solutions	1,642.85	Safety Clothing/Equipment
EF103777	28/08/26	02862	James Bennett Pty Ltd	12,999.31	Books/CDs/DVDs
EF103778	28/08/26	02912	Sanity Music Stores Pty Ltd	14.99	Books/CDs/DVDs
EF103779	28/08/26	03117	Six Axis Nominees T/A OCP Sales	450.45	Safety Clothing/Equipment
EF103780	28/08/26	03144	COS Complete Office Supplies Pty Ltd	2,889.90	Stationery & Printing
EF103783	28/08/26	03431	WMFG Pty LTD T/A Shop for Shops	145.49	Craft/Display Materials
EF103790	28/08/26	03815	A.D. Engineering International Pty Ltd	693.00	Metal Goods
EF103792	28/08/26	04053	Totally Workwear TWW	2,859.60	Safety Clothing/Equipment
EF103793	28/08/26	04145	T J Depiazzi and Sons	21,838.98	Gardening - Plants/Supplies
EF103803	28/08/26	04759	StrataGreen	2,508.00	Gardening - Plants/Supplies
EF103807	28/08/26	05055	Statewide Cleaning Supplies	350.91	Cleaning Products
EF103808	28/08/26	05082	Accidental Health and Safety Perth	3,650.28	Medical/First Aid Supplies
EF103813	28/08/26	05465	QBD Books	810.27	Books/CDs/DVDs
EF103818	28/08/26	05701	Bing Technologies Pty Ltd	7,788.56	Stationery & Printing
EF103824	28/08/26	05992	Corsign WA	15,733.57	Signs & Bollards
EF103839	28/08/26	06550	Australian Agribusiness (Holdings) Pty Ltd T/As Nuturf	297.00	Gardening - Plants/Supplies
EF103841	28/08/26	06589	OverDrive Australia Pty Ltd	1,267.67	Books/CDs/DVDs
EF103847	28/08/26	06681	Prefet Pty Ltd T/A Minuteman Press Perth	4,652.47	Stationery & Printing
EF103853	28/08/26	06844	Print and Sign Co	5,394.24	Stationery & Printing
EF103865	28/08/26	06957	Booktopia Direct	218.67	Books/CDs/DVDs
EF103870	28/08/26	07107	Native Spirit Nursery WA Pty Ltd	5,763.01	Gardening - Plants/Supplies
EF103880	28/08/26	07254	Chefmaster Australia	1,993.20	Cleaning Products
	Materials Total			**368,235.13**	
Other					
788911	07/08/26	00889	Petty Cash - Finance	625.25	Petty Cash Recoup
788912	07/08/26	00894	Petty Cash - Operations Centre Stores	134.90	Petty Cash Recoup
EF103456	07/08/26	03773	Belmont Districts Football Club	350.00	Turf Line Marking Reimbursement
EF103523	07/08/26	99998	Angelina Daqui	295.00	Application Fee
EF103524	07/08/26	99998	CM & RA Pitsikas	78.50	Application Fee
EF103525	07/08/26	99998	Yokhebed Gowinda	11.00	Working With Children
EF103526	07/08/26	99998	Rishu Sihra	11.00	Working With Children
EF103527	07/08/26	99998	Mawby G L J	500.00	Sports Donation
EF103528	07/08/26	99998	Cameron & Jayne Aland	500.00	Sports Donation
EF103529	07/08/26	99998	Chris McWhirter	500.00	Sports Donation
EF103530	07/08/26	99998	Angela Carbery	500.00	Sports Donation
EF103531	07/08/26	99998	Soltex Pty Ltd	147.00	Application Fee
EF103532	07/08/26	99998	Brent Beales	147.00	Application Fee
EF103570	14/08/26	05400	Lisa Bretnall	93.97	Staff Reimbursement - Adachi 2026
EF103596	14/08/26	06915	Caversham Wildlife Park	591.00	Sister City Expenses
EF103603	14/08/26	07175	Mary Erian	85.53	Staff Reimbursement - National Tree Day
EF103606	14/08/26	07185	Jemma Smoult	240.93	Staff Reimbursement - After Dark
EF103610	14/08/26	07385	SafetyCulture Pty Ltd	12,038.40	Subscription - Licenses for Mobile Workplace Operations Auditing Platforms
EF103613	14/08/26	99998	AHS Works	147.00	Application Fee
EF103614	14/08/26	99998	Lisa Gorman	203.01	Rates Refund
EF103615	14/08/26	99998	HML Harris Holdings	147.00	Application Fee
EF103616	14/08/26	99998	Aimee Dawson	2,031.05	Rates Refund
EF103617	14/08/26	99998	Perth Commercial Property	2,980.00	Rates Refund

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF103618	14/08/26	99998	Nicholas Couacaud	1,964.64	Rates Refund
EF103619	14/08/26	99998	Aegis Aged Care Management	300.00	License Fee
EF103626	20/08/26	01236	Department of Fire and Emergency Services	318,899.74	Emergency Services Levy July 2026
EF103628	21/08/26	00169	Belmont Business Enterprise Centre Inc	25,377.65	33rd Belmont & WA Small Business Awards
EF103635	21/08/26	01280	Perth Airport Pty Ltd	588.81	Drainage Licence - Airport
EF103645	21/08/26	03071	Department of Transport - Vehicle Owner Searches	841.70	Vehicle Ownership Searches
EF103651	21/08/26	03760	Wilmot Loh	970.36	Reimbursements - Conference
EF103653	21/08/26	04079	Belmont Men's Shed Inc	2,280.00	Grants General - Little Street Libraries
EF103664	21/08/26	06613	Host Tel	145.00	State Emergency Services Expense
EF103666	21/08/26	06896	Benjamin White	400.00	Sister City Expenses - Interpreter
EF103678	21/08/26	07402	Australian Environmental Law Enforcement & Regulators Networ	1,980.00	Subscription - AELERT Membership
EF103684	21/08/26	99998	Colin F Stewart	500.00	Sports Donation
EF103685	21/08/26	99998	Himani Sharma	1,670.15	Rates Refund
EF103686	21/08/26	99998	Julia Margaret Phillips	1,077.70	Rates Refund
788913	28/08/26	00893	Petty Cash - Library	394.85	Petty Cash Recoup
EF103706	28/08/26	00530	Natasha Griggs	838.71	Staff Reimbursement - Remix Summit
EF103729	28/08/26	01094	Stormwater Industry Association (W A) Inc	165.00	Subscription - Annual Membership
EF103743	28/08/26	01270	Perth Racing - WA Turf Club	21,103.00	Adachi Delegation Welcome & Farewell Lunch
EF103860	28/08/26	06897	Japan Australia Word Services Pty Ltd	5,967.50	Sister City Expenses - Interpreter
EF103874	28/08/26	07147	Tourism Council WA Ltd	4,400.00	Subscription - Tourism Alliance Membership
EF103895	28/08/26	99998	Maria Charla Alcantara	500.00	Sports Donation
EF103896	28/08/26	99998	Azara Shanel Goonawardena	500.00	Sports Donation
EF103897	28/08/26	99998	Angela McSwain	500.00	Sports Donation
EF103898	28/08/26	99998	Umm Tahnum	1,775.96	Rates Refund
EF103899	28/08/26	99998	Erin Coubrough	1,926.28	Rates Refund
EF103900	28/08/26	99998	Emily Powell	1,527.57	Rates Refund
EF103901	28/08/26	99998	Vanessa Anley	1,000.00	Rates Refund
EF103902	28/08/26	99998	Estate of the Late Lucia Santucci	2,564.81	Rates Refund
EF103903	28/08/26	99998	Lisa Yewers & Mark Brown	813.15	Crossover Subsidy
EF103904	28/08/26	99998	Saddlery Wholesalers	30.00	License Fee
EF103905	28/08/26	99998	Aegis Aged Care Management	600.00	License Fee
EF103906	28/08/26	99998	Ling Tsu Hoe Ben Criag Hoyer	500.00	Sports Donation
EF103907	28/08/26	99998	Stuart & Jennifer Kamper	873.57	Sports Donation
EF103908	28/08/26	99998	Lee Huang Leoh	192.60	Rates Refund
EF103909	28/08/26	99998	Marion Flore Garin	12,000.00	Rates Refund
	Other Total			**437,526.29**	
Property, Plant & Equipment					
EF103515	07/08/26	07370	Komatsu Australia Pty Ltd	334,219.60	Plant Purchase - Wheel Loader
EF103552	14/08/26	02090	Woodlands Distributors & Agencies	10,997.80	Street Furniture - COB Fountain Remediation Works
EF103656	21/08/26	05207	Department of Planning, Lands and Heritage	5,352.00	Application Fee - Commercial
EF103698	28/08/26	00377	Dell Australia Pty Ltd	98,120.00	Computer Hardware - 1 Year Managed Detection and Response
EF103810	28/08/26	05207	Department of Planning, Lands and Heritage	418.00	Adachi 2026 - Fremantle Prison Tour
EF103820	28/08/26	05802	Rowe Scientific Pty Ltd	498.29	Plant Purchase
EF103875	28/08/26	07148	Digital Imaging Express Pty Ltd	2,025.95	Computer Hardware - Wireless Headset
	Property, Plant & Equipment Total			**451,631.64**	
Salaries/Wages					
WG050826	06/08/26	COB	City of Belmont Payroll	171,061.40	Salaries/Wages
EF103519	07/08/26	99950	Australian Services Union	214.00	Salaries/Wages
EF103520	07/08/26	99952	Child Support Agency	2,350.96	Salaries/Wages
EF103521	07/08/26	99954	City of Belmont Social Club	470.00	Salaries/Wages
EF103522	07/08/26	99962	LGRCEU - WA Shire Councils Union	132.00	Salaries/Wages
SL120826	13/08/26	COB	City of Belmont Payroll	834,669.04	Salaries/Wages
EF103538	14/08/26	00297	City of Joondalup	10,389.19	Long Service Leave Reimbursement
EF103539	14/08/26	00300	City of Perth	6,113.49	Long Service Leave Reimbursement
WG190826	20/08/26	COB	City of Belmont Payroll	182,372.17	Salaries/Wages
EF103680	21/08/26	99950	Australian Services Union	80.50	Salaries/Wages
EF103681	21/08/26	99952	Child Support Agency	2,353.59	Salaries/Wages
EF103682	21/08/26	99954	City of Belmont Social Club	475.00	Salaries/Wages
EF103683	21/08/26	99962	LGRCEU - WA Shire Councils Union	132.00	Salaries/Wages
SL260826	26/08/26	COB	City of Belmont Payroll	1,634.77	Salaries/Wages
SL270826	27/08/26	COB	City of Belmont Payroll	833,957.93	Salaries/Wages
	Salaries/Wages Total			**2,046,406.04**	
Training and Conferences					
EF103421	07/08/26	00110	Australian Institute of Management	1,464.00	Training
EF103434	07/08/26	01178	Kelyn Training Services	900.00	Training
EF103439	07/08/26	01413	Parks & Leisure Australia	2,915.00	Conference Expenses - Annual Membership
EF103440	07/08/26	01605	ATM Australian Training Management	600.00	Training
EF103588	14/08/26	06741	EEO Specialists	3,795.00	Training - Unlawful Workplace Behaviours Workshop
EF103631	21/08/26	00602	Local Government Professionals Australia WA	690.00	Conference Expenses
EF103633	21/08/26	01240	WA Local Government Association	73,292.81	Subscription 2026 - 2027
EF103637	21/08/26	01644	Craig MacKenzie	16.29	Conference Expenses
EF103657	21/08/26	05285	Chamber of Arts and Culture WA Inc	660.00	Training
EF103753	28/08/26	01605	ATM Australian Training Management	3,195.00	Training
EF103754	28/08/26	01609	First 5 Minutes Pty Ltd	811.97	Fire & Emergency Response Procedures
	Training and Conferences Total			**88,340.07**	
MUNI Total				**10,746,884.20**	
Trust Funds					
EF103533	13/08/26	154102	Building and Energy - Building Services Levy	25,120.40	Building and Energy - Building Services Levy
	Trust Funds Total			**25,120.40**	
TRUST Total				**25,120.40**	

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
Grand Total				**10,772,004.60**	
				10,772,004.60	
			Breakdown - Cheques :	1,155.00	
			EFT :	10,770,849.60	

12.11 Monthly Financial Report for August 2026

Voting Requirement	:	Simple Majority
Subject Index	:	32/009 Financial Operating Statements
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Overseeing Overseeing the allocation of the City's finances and resources e.g. setting the annual budget, accepting tenders, determining what services and facilities the City is to provide, annual reports, selecting the CEO and reviewing the CEO's performance.

Purpose of report

To provide Council with relevant monthly financial information for the 2026-27 financial year.

Summary and key issues

The following report includes a concise list of material variances for the month ending 31 August 2026.

Officer Recommendation

That the Monthly Financial Reports as at 31 August 2026 as included in Attachment 12.11.1 be received.

Officer Recommendation adopted en bloc - Refer to Resolution appearing at Item 12.

Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Section 6.4 of the *Local Government Act 1995 (WA)* (the Act) in conjunction with Regulations 34 (1) of the *Local Government (Financial Management) Regulations 1996 (WA)* (the Regulations) requires monthly financial reports to be presented to Council.

Regulation 34(1) requires a monthly Statement of Financial Activity reporting on revenue and expenditure.

Regulation 34(5) determines the mechanism required to ascertain the definition of material variances which are required to be reported to Council as a part of the monthly report.

Background

The Regulations prescribe that a Local Government is to prepare each month a Statement of Financial Activity.

Regulation 34(2) requires the Statement of Financial Activity to be accompanied by documents containing:

1. Explanation for each material variance identified between year to date budgets and actuals

2. Any other supporting information considered relevant by the Local Government.

Regulation 34 (5) states that "Each financial year, a Local Government is to adopt a percentage or value, calculated in accordance with the Australian Accounting Standards, to be used in statements of financial activity for reporting material variances."

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting.

The materiality threshold has been set by Council at $100,000 for the 2026-27 financial year.

Report

At the June 2026 Ordinary Council Meeting, Council adopted the materiality threshold for the 2026-27 financial year as $100,000. The table below provides a summary of significant variances based on this materiality threshold. The detailed financial activity report is included at Attachment 12.11.1.

Report Section	***Budget YTD***	***Actual YTD***	***Report Comments***
OPERATING ACTIVITIES			
Revenue from operating activities			
Operating grants, subsidies and contributions			
Finance	178,333	74,368	Higher than anticipated advance payment of Financial Assistance Grant received in prior period and to be adjusted in October 2026 Budget review.
Fees and charges			
Works	9,143,926	8,853,631	Income from 2nd or subsequent bins has been lower than expected to date and is expected to increase throughout the remainder of the year.
Safer Communities	180,833	332,240	Higher than anticipated incomes from pool levies, building

Report Section	Budget YTD	Actual YTD	Report Comments
			applications and health related license renewals. To be amended in the October 2026 Budget Review.
Interest earnings			
Finance	849,077	1,454,035	Higher than anticipated closing cash balances for the previous financial year. To be amended in the October 2026 Budget Review.
Expenditure from operating activities			
Materials and contracts			
Information Technology	(1,238,323)	(787,854)	Slower than expected receipt of software renewal notices. Monthly spread has been adjusted as part of the October review to cater for the expected renewal dates.
Works	(965,864)	(272,080)	Waste invoices for August being processed and still to be paid.
Parks, Leisure & Environment	(452,278)	(958,590)	Planting and maintenance programmes ahead of schedule.
City Facilities & Property	(567,501)	(420,403)	Variance arising from timing of invoices and project scheduling.
Safer Communities	(548,725)	(418,983)	Unspent Health agency costs and pending purchases of community safety related equipment and subsidy funding.
Utility charges			
Works	(229,445)	(88,114)	Invoices for Street Lighting electricity to be received for August.

Report Section	Budget YTD	Actual YTD	Report Comments
Insurance Expenses			
Governance, Strategy & Risk	456,713	203,530	The first of two insurance instalments has been paid, with second instalment due in October.
INVESTING ACTIVITIES			
Inflows from investing activities			
Non-Operating grants, subsidies and contributions			
City Projects	1,482,000	30,878	Awaiting grant payments for Belvidere St and Peet Park Lighting
City Facilities & Property	Nil	153,500	Advance payment of Federal Grant funding received in 2025-26.
Proceeds from disposal of assets			
Design, Assets & Development	100,684	Nil	Items of plant yet to be sold, amend in October budget review.
Outflows from investing activities			
Payments for construction of infrastructure			
Works	(455,442)	(340,627)	Invoices for projects in progress to be received.
City Projects	(2,587,840)	(1,187,140)	Peet Park Lighting and Esplanade Zone 2 works will commence in October.
Parks, Leisure & Environment	Nil	(554,363)	Capital works in progress funding from 2025-26 Carried Forward Reserve

Financial implications

The presentation of these reports to Council ensures compliance with the Act and associated Regulations, and also ensures that Council is regularly informed as to the status of its financial position.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title
1. Monthly Financial Report August 2026. [**12.11.1** - 11 pages]

CITY OF BELMONT

MONTHLY FINANCIAL REPORT

(Containing the required statement of financial activity and statement of financial position)

For the period ended 31 August 2026

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

TABLE OF CONTENTS

Statement of financial activity		2
Statement of financial position		3
Note 1	Basis of preparation	4
Note 2	Net current assets information	5
Note 3	Explanation of variances	6

CITY OF BELMONT
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2026

	Note	Adopted Budget Estimates (a)	YTD Budget Estimates (b)	YTD Actual (c)	Variance* $ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.
		$	$	$	$	%	
OPERATING ACTIVITIES							
Revenue from operating activities							
General rates		50,796,377	50,399,108	**52,453,048**	2,053,940	4.08%	▲
Rates excluding general rates		16,400,452	16,259,242	**15,748,014**	(511,228)	(3.14%)	▼
Grants, subsidies and contributions		2,922,034	293,786	**156,782**	(137,004)	(46.63%)	▼
Fees and charges		13,305,261	9,859,910	**9,612,835**	(247,075)	(2.51%)	▼
Interest revenue		5,374,459	849,079	**1,454,035**	604,956	71.25%	▲
Other revenue		822,346	110,849	**167,033**	56,184	50.69%	▲
Profit on asset disposals		58,893	24,747	**0**	(24,747)	(100.00%)	▼
		89,679,822	**77,796,721**	**79,591,747**	**1,795,026**	2.31%	
Expenditure from operating activities							
Employee costs		(33,058,729)	(6,477,171)	**(6,049,859)**	427,312	6.60%	▲
Materials and contracts		(40,596,099)	(5,203,637)	**(4,161,699)**	1,041,938	20.02%	▲
Utility charges		(2,577,717)	(460,042)	**(258,634)**	201,408	43.78%	▲
Depreciation		(12,939,021)	(2,145,664)	**(2,145,664)**	0	0.00%	
Finance costs		(457,771)	0	**0**	0		
Insurance		(716,966)	67,140	**(187,407)**	(254,547)	(379.13%)	▼
Other expenditure		(1,655,514)	(265,799)	**(187,141)**	78,658	29.59%	▲
Loss on asset disposals		(84,989)	(24,748)	**0**	24,748	100.00%	▲
		(92,086,806)	**(14,509,921)**	**(12,990,404)**	**1,519,517**	10.47%	
Amounts excluded from operating activities	2(c)	12,965,117	2,145,665	**2,163,227**	17,562	0.82%	▲
Amount attributable to operating activities		**10,558,133**	**65,432,465**	**68,764,570**	**3,332,105**	5.09%	
INVESTING ACTIVITIES							
Inflows from investing activities							
Proceeds from capital grants, subsidies and contributions		8,650,508	1,490,333	**243,947**	(1,246,386)	(83.63%)	▼
Proceeds from disposal of property, plant and equipment		596,547	0	**0**	0		
Proceeds from disposal financial assets at amortised cost - term deposits		0	0	**(11,927,354)**	(11,927,354)		▼
		9,247,055	**1,490,333**	**(11,683,407)**	**(13,173,740)**	(883.95%)	
Outflows from investing activities							
Acquisition of property, plant and equipment		(6,470,360)	(295,044)	**(21,152)**	273,892	92.83%	▲
Acquisition of infrastructure		(25,959,394)	(3,043,283)	**(1,142,192)**	1,901,091	62.47%	▲
		(32,429,754)	**(3,338,327)**	**(1,163,344)**	**2,174,983**	65.15%	
Amounts excluded from investing activities	2(d)	0	0	**11,927,354**	11,927,354		▲
Amount attributable to investing activities		**(23,182,699)**	**(1,847,994)**	**(919,397)**	**928,597**	50.25%	
FINANCING ACTIVITIES							
Inflows from financing activities							
Transfer from reserves		14,676,834	0	**0**	0		
		14,676,834	**0**	**0**	**0**		
Outflows from financing activities							
Repayment of borrowings		(692,211)	0	**0**	0		
Payments for principal portion of lease liabilities		(44,713)	0	**0**	0		
Transfer to reserves		(4,136,463)	0	**0**	0		
		(4,873,387)	**0**	**0**	**0**		
Amount attributable to financing activities		**9,803,447**	**0**	**0**	**0**		
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year	2(a)	3,321,119	3,321,119	**(4,115,573)**	(7,436,692)	(223.92%)	▼
Amount attributable to operating activities		10,558,133	65,432,465	**68,764,570**	3,332,105	5.09%	▲
Amount attributable to investing activities		(23,182,699)	(1,847,994)	**(919,397)**	928,597	50.25%	▲
Amount attributable to financing activities		9,803,447	0	**0**	0		
Surplus or deficit after imposition of general rates		**500,000**	**66,905,590**	**63,729,600**	**(3,175,990)**	(4.75%)	▼

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data outside the adopted materiality threshold.

▲ Indicates a variance with a positive impact on the financial position.
▼ Indicates a variance with a negative impact on the financial position.

Refer to Note 3 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying notes.

CITY OF BELMONT
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 31 AUGUST 2026

	Actual 30 June 2026	Actual as at 31 August 2026
	$	$
CURRENT ASSETS		
Cash and cash equivalents	78,789,448	72,845,115
Trade and other receivables	4,485,991	66,315,975
Other financial assets	6,666,791	18,594,145
Inventories	283,404	272,165
Other assets	6,377,146	5,348,106
TOTAL CURRENT ASSETS	96,602,780	163,375,506
NON-CURRENT ASSETS		
Trade and other receivables	367,422	349,859
Other financial assets	387,945	387,945
Property, plant and equipment	339,850,415	339,683,498
Infrastructure	306,241,567	308,846,306
Right-of-use assets	910,141	910,141
Intangible assets	76,869	76,869
TOTAL NON-CURRENT ASSETS	647,834,359	650,254,618
TOTAL ASSETS	744,437,139	813,630,124
CURRENT LIABILITIES		
Trade and other payables	12,614,531	3,639,886
Other liabilities	1,400,407	10,634,181
Lease liabilities	163,132	163,132
Borrowings	692,211	692,211
Employee related provisions	4,702,300	4,604,084
TOTAL CURRENT LIABILITIES	19,572,581	19,733,494
NON-CURRENT LIABILITIES		
Other liabilities	62,642	62,642
Lease liabilities	622,695	622,695
Borrowings	9,617,583	9,617,583
Employee related provisions	553,045	553,045
TOTAL NON-CURRENT LIABILITIES	10,855,965	10,855,965
TOTAL LIABILITIES	30,428,546	30,589,459
NET ASSETS	**714,008,593**	**783,040,665**
EQUITY		
Retained surplus	184,114,776	253,146,848
Reserve accounts	82,270,250	82,270,250
Revaluation surplus	447,623,567	447,623,567
TOTAL EQUITY	**714,008,593**	**783,040,665**

This statement is to be read in conjunction with the accompanying notes.

CITY OF BELMONT
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2026

1 BASIS OF PREPARATION AND MATERIAL ACCOUNTING POLICIES

BASIS OF PREPARATION

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements
Section 6.4(2) of the Local Government Act 1995 read with the *Local Government (Financial Management) Regulations 1996,* prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied with exception to the following:

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the City to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supplementary information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

PREPARATION TIMING AND REVIEW
Date prepared: All known transactions up to 04 September 2026

The local government reporting entity
All funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

Material accounting policies
Material accounting policies utilised in the preparation of these statements are as described within the 2026-27 Annual Budget. Please refer to the adopted budget document for details of these policies.

Critical accounting estimates and judgements
The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

As with all estimates, the use of different assumptions could lead to material changes in the amounts reported in the financial report.

The following are estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year and further information on their nature and impact can be found in the relevant note:
- Fair value measurement of assets carried at reportable value including:
  - Property, plant and equipment
  - Infrastructure
- Impairment losses of non-financial assets
- Expected credit losses on financial assets
- Estimated useful life of intangible assets
- Measurement of employee benefits
- Estimation uncertainties and judgements made in relation to lease accounting

CITY OF BELMONT
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2026

2 NET CURRENT ASSETS INFORMATION

(a) Net current assets used in the Statement of Financial Activity

	Note	Adopted Budget Opening 1 July 2026	Actual as at 30 June 2026	Actual as at 31 August 2026
Current assets		**$**	**$**	**$**
Cash and cash equivalents		62,413,027	78,789,448	72,845,115
Trade and other receivables		25,000,000	4,485,991	66,315,975
Other financial assets		3,600,231	6,666,791	18,594,145
Inventories		274,751	283,404	272,165
Other assets		2,125,598	6,377,146	5,348,106
		93,413,607	96,602,780	163,375,506
Less: current liabilities				
Trade and other payables		(12,307,265)	(12,614,531)	(3,639,886)
Other liabilities		(1,482,976)	(1,400,407)	(10,634,181)
Lease liabilities		(44,713)	(163,132)	(163,132)
Borrowings		(692,211)	(692,211)	(692,211)
Employee related provisions		(8,216,259)	(4,702,300)	(4,604,084)
		(22,743,424)	(19,572,581)	(19,733,494)
Net current assets		70,670,183	77,030,199	143,642,012
Less: Total adjustments to net current assets	2(b)	(67,349,064)	(81,145,772)	(79,912,412)
Closing funding surplus / (deficit)		**3,321,119**	**(4,115,573)**	**63,729,600**

(b) Current assets and liabilities excluded from budgeted deficiency

Adjustments to net current assets				
Less: Reserve accounts		(70,231,111)	(82,270,250)	(82,270,250)
Less: Current assets not expected to be received at end of year				
- Rates receivable		222,898	0	
Add: Current liabilities not expected to be cleared at the end of the year				
- Current portion of lease liabilities		44,713	163,132	163,132
- Current portion of borrowings		692,211	692,211	692,211
Add: Current liabilities covered by funds held in reserve account				
- Current portion of employee benefit provisions		1,922,225	269,135	1,502,495
Total adjustments to net current assets	2(a)	**(67,349,064)**	**(81,145,772)**	**(79,912,412)**

(c) Amounts excluded from operating activities

	Adopted Budget Estimates 30 June 2027	YTD Budget Estimates 31 August 2026	YTD Actual 31 August 2026
	$	**$**	**$**
Less: Profit on asset disposals	(58,893)	(24,747)	0
Add: Loss on disposal of assets	84,989	24,748	0
Add: Depreciation	12,939,021	2,145,664	2,145,664
Non-cash movements in non-current assets and liabilities:			
- Pensioner deferred rates	0	0	17,563
Total amounts excluded from operating activities	**12,965,117**	**2,145,665**	**2,163,227**

(d) Amounts excluded from investing activities

Reconciling item - movement between current assets			
- Financial assets at amortised cost - term deposits	0	0	11,927,354
Total amounts excluded from investing activities	**0**	**0**	**11,927,354**

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the City's operational cycle.

CITY OF BELMONT
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2026

3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.
The material variance adopted by Council for the 2026-27 year is $100,000.

Description	Var. $	Var. %	
	$	%	
Revenue from operating activities			
Finance - Higher than antipated advance payment of Financial Assistance Grant received in June.-$103,965		Timing	
Fees and charges	**(247,075)**	**(2.51%)**	▼
Works - Income phasing to be amended in the October budget review.-$290,295		Timing	
Safer Communities - Higher than anticipated income for month from pool levies, building applications and health related licence renewals. ($151,407)		Timing	
Interest revenue	**604,956**	**71.25%**	▲
Finance - Higher than anticipated closing balance for the previous financial year.- ($604,958)		Timing	
Expenditure from operating activities			
Materials and contracts	**1,041,938**	**20.02%**	▲
Information Technology - Slower than expected receipt of software renewal notices. Monthly spread has been adjusted ias part of the October review to cater for the expected renewal dates.-$450,469		Timing	
Works - Waste invoices for August are currently being scrutinised for accuracy prior to payment.-$693,783		Timing	
Parks, Leisure & Environment-Reflects elements of the works program that have been brought forward to take advantage of current availability. -($506,311)		Timing	
City Facilities & Property - Variance arising from Project Scheduling. $147,099		Timing	
Safer Communities- Unspent Health agency costs and pending purchases of community safety related equipment and subsidy funding.-$129,742			
Utility charges	**201,408**	**43.78%**	▲
Works -Invoices for Street Lighting electricity to be received for August..-$141,332		Timing	
Insurance	**(254,547)**	**(379.13%)**	▼
Governance, Strategy & Risk - The first of two insurance instalments has been paid, with second instalment due in October..-($253,184)		Timing	
Inflows from investing activities			
Proceeds from capital grants, subsidies and contributions	**(1,246,386)**	**(83.63%)**	▼
City Projects - Awaiting grant openings - expected by the end of the calendar year.-($1,452,122)		Timing	
City Facilities & Property - Advance payment of Federal Grant funding received in 2025-26.-$153,500		Timing	
Proceeds from disposal of property, plant and equipment	**0**	**0.00%**	
Design, Assets & Development - Items of plant yet to be sold, amend in October budget review.-($100,684)		Timing	
Outflows from investing activities			
Acquisition of infrastructure	**1,901,091**	**62.47%**	▲
Works - Invoices for projects completed to be received.-$114,814		Timing	
City Projects - Peet Park Lighting and Esplanade Zone 2 works will commence in October.-$1,400,701		Timing	
Parks, Leisure & Environment - Works brought forward - ($554,363)		Timing	

CITY OF BELMONT

SUPPLEMENTARY INFORMATION

TABLE OF CONTENTS

1	Cash and Financial Assets	2
2	Reserve accounts	3
3	Capital acquisitions	4

BASIS OF PREPARATION - SUPPLEMENTARY INFORMATION

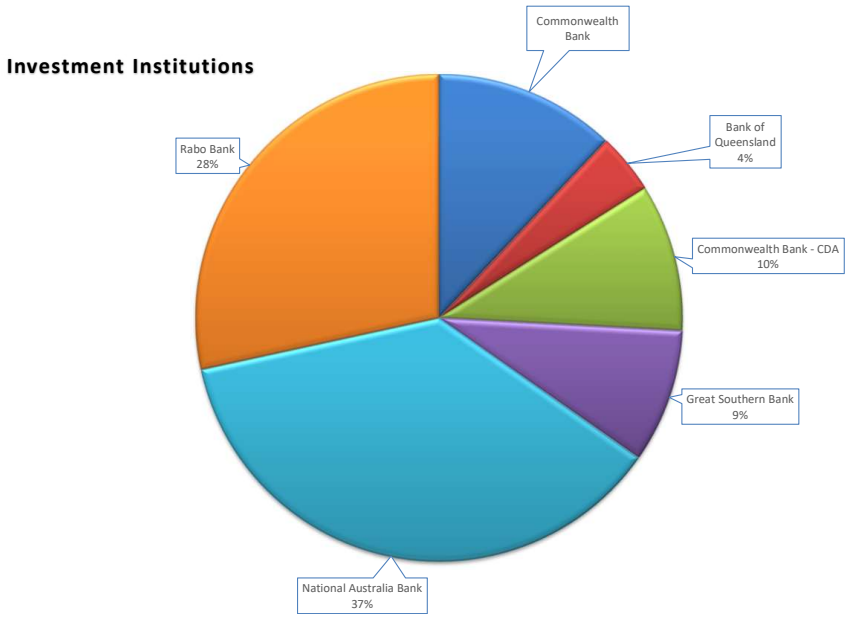
Supplementary information is presented for information purposes. The information does not comply with the disclosure requirements of the Australian Accounting Standards.

CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 AUGUST 2026

1 CASH AND CASH EQUIVALENTS

BY INVESTMENT HOLDINGS	Municipal $	Reserve $	Trust-Reserve $	Total $	Total %
Municipal Account	215,824	-	-	215,824	0.24%
On-Call Account	6,562,018	5,508,644	-	12,070,662	13.20%
Term Deposits	17,000,000	62,148,689	(0)	79,148,689	86.56%
	23,777,842	67,657,334	(0)	91,435,175	100%

BY INSTITUTION	Rating	Municipal $	Reserve $	Trust-Reserve $	Total $	Total %	Policy Max %
Commonwealth Bank	AA	6,777,841.93	-	-	6,777,841.93	12%	40%
Bank of Queensland	A	-	2,248,407.49	-	2,248,407.49	4%	25%
Commonwealth Bank - CDA	AA	-	5,508,644.15	-	5,508,644.15	10%	40%
Great Southern Bank	BBB	5,000,000.00	-	-	5,000,000.00	9%	20%
National Australia Bank	AA	5,000,000.00	15,734,056.95	-	20,734,056.95	37%	40%
Rabo Bank	A	-	15,971,715.39	-	15,971,715.39	28%	25%
State Bank of India							
Westpac							
		16,777,841.93	39,462,823.98	-	56,240,665.91	100%	



BY CREDIT RATINGS

Rating	Municipal $	Reserve $	Trust Reserve $	Total $	Total %	Policy Max %
AAA	-	-	-	-	0.00%	100%
AA	18,777,842	41,607,497	-	60,385,339	66.04%	100%
A	-	18,220,123	-	18,220,123	19.93%	80%
BBB / NR	5,000,000	7,829,714	-	12,829,714	14.03%	60%
	23,777,842	67,657,334	-	91,435,175	100%	

CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 AUGUST 2026

2 RESERVE ACCOUNTS

	Budget				Actual			
Reserve account name	Opening Balance	Transfers In (+)	Transfers Out (-)	Closing Balance	Opening Balance	Transfers In (+)	Transfers Out (-)	Closing Balance
	$	$	$	$	$	$	$	$
Reserve accounts restricted by legislation								
Car Parking Reserve	73,980	3,101	0	77,081	70,632	0	0	70,632
Underground Power Reserve	64,552	35,000	0	99,552	0	0	0	0
Reserve accounts restricted by Council								
Administration building Reserve	0	0	0	0	269,135	0	0	269,135
Aged Accommodation Reserve	1,099,669	98,009	(250,000)	947,678	1,049,911	0	0	1,049,911
Aged Community Care Reserve	261,480	10,959	0	272,439	249,649	0	0	249,649
Aged persons housing Reserve	330,430	171,706	(186,338)	315,798	315,479	0	0	315,479
Aged Services Reserve	1,211,520	50,777	(157,955)	1,104,342	1,156,701	0	0	1,156,701
Ascot Waters Marina Maintenance & Restoration	1,160,577	50,738	(50,000)	1,161,315	1,155,801	0	0	1,155,801
Belmont District Band Reserve	0	0	0	0	53,561	0	0	53,561
Belmont Oasis Refurbishment Reserve	12,658,761	539,070	(273,014)	12,924,817	12,279,947	0	0	12,279,947
Belmont Trust Reserve	1,543,656	74,016	(251,000)	1,366,672	1,686,073	0	0	1,686,073
Building Reserve	9,743,107	442,780	(2,492,644)	7,693,243	9,764,967	0	0	9,764,967
Capital Projects Reserve	3,622,741	0	(3,037,310)	585,431	5,195,085	0	0	5,195,085
Carry Forward Projects Reserve	2,255,740	0	(2,255,740)	0	1,362,715	0	0	1,362,715
District valuation Reserve	0	105,257	0	105,257	119,745	0	0	119,745
Election expenses Reserve	4,706	78,682	0	83,388	83,879	0	0	83,879
Employee Entitlements Reserve	1,922,225	133,912	(125,872)	1,930,265	760,227	0	0	760,227
Environment Reserve	957,422	42,562	(750,000)	249,984	969,567	0	0	969,567
Faulkner Park Retirement Village Buy Back Reserve	3,179,936	536,983	0	3,716,919	3,036,050	0	0	3,036,050
Faulkner Park Retirement Village Owners Maintenance Reserve	388,776	24,677	0	413,453	562,135	0	0	562,135
History Reserve	0	0	0	0	189,628	0	0	189,628
Information Technology Reserve	1,441,006	69,129	(325,400)	1,184,735	1,574,755	0	0	1,574,755
Infrastructure Reserve	1,186,160	49,715	(1,130,000)	105,875	0	0	0	0
Insurance Reserve	1,551,865	65,042	(61,507)	1,555,400	1,481,646	0	0	1,481,646
Land Acquisition Reserve	0	0	0	0	11,535,626	0	0	11,535,626
Long Service Leave Reserve - Salaries	0	0	0	0	1,970,332	0	0	1,970,332
Long Service Leave Reserve - Wages	0	0	0	0	319,943	0	0	319,943
Plant replacement Reserve	794,359	79,924	(453,149)	421,134	1,820,649	0	0	1,820,649
Property development Reserve	17,199,826	1,174,463	(2,816,905)	15,557,384	15,218,474	0	0	15,218,474
Public Art Reserve	860,842	19,124	(60,000)	819,966	435,650	0	0	435,650
Ruth Faulkner library Reserve	0	0	0	0	52,366	0	0	52,366
Urban Forest Strategy Management Reserve	0	0	0	0	1,132,489	0	0	1,132,489
Waste Management Reserve	6,717,775	280,837	0	6,998,612	6,397,433	0	0	6,397,433
	70,231,111	**4,136,463**	**(14,676,834)**	**59,690,740**	**82,270,250**	**0**	**0**	**82,270,250**

CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 AUGUST 2026

3 CAPITAL ACQUISITIONS

	Adopted Budget	YTD Budget	YTD Actual	YTD Variance
	$	$	$	$
Capital acquisitions				
Buildings	3,440,833	0	21,152	21,152
Furniture and equipment	1,812,333	50,000	0	(50,000)
Plant and equipment	1,217,194	245,044	0	(245,044)
Acquisition of property, plant and equipment	**6,470,360**	**295,044**	**21,152**	**(273,892)**
				Belv
Infrastructure - roads	5,864,679	455,442	0	(455,442)
Infrastructure - Reserve Improvements	18,544,635	2,587,841	1,142,192	(1,445,649)
Infrastructure - Footpath Network	944,780	0	0	0
Infrastructure - Drainage Network	605,300	0	0	0
Acquisition of infrastructure	**25,959,394**	**3,043,283**	**1,142,192**	**(1,901,091)**
Total capital acquisitions	**32,429,754**	**3,338,327**	**1,163,344**	**(2,174,983)**
Capital Acquisitions Funded By:				
Capital grants and contributions	8,650,508	1,490,333	0	(1,490,333)
Other (disposals & C/Fwd)	596,547	0	0	0
Reserve accounts				
Aged Accommodation Reserve	250,000	0	0	0
Aged persons housing Reserve	186,338	0	0	0
Aged Services Reserve	157,955	0	0	0
Ascot Waters Marina Maintenance & Restoration	50,000	0	0	0
Belmont Oasis Refurbishment Reserve	273,014	0	0	0
Belmont Trust Reserve	251,000	0	0	0
Building Reserve	2,492,644	0	0	0
Capital Projects Reserve	3,037,310	0	0	0
Carry Forward Projects Reserve	2,255,740	0	0	0
Employee Entitlements Reserve	125,872	0	0	0
Environment Reserve	750,000	0	0	0
Information Technology Reserve	325,400	0	0	0
Infrastructure Reserve	1,130,000	0	0	0
Insurance Reserve	61,507	0	0	0
Plant replacement Reserve	453,149	0	0	0
Property development Reserve	2,816,905	0	0	0
Public Art Reserve	60,000	0	0	0
Contribution - operations	11,897,426	1,847,994	1,163,344	(684,650)
Capital funding total	**35,821,315**	**3,338,327**	**1,163,344**	**(2,174,983)**

KEY INFORMATION

Initial recognition

An item of property, plant and equipment or infrastructure that qualifies for recognition as an asset is measured at its cost.

Upon initial recognition, cost is determined as the amount paid (or other consideration given) to acquire the assets, plus costs incidental to the acquisition. The cost of non-current assets constructed by the City includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition.

Assets for which the fair value as at the date of acquisition is under $5,000 are not recognised as an asset in accordance with *Local Government (Financial Management) Regulation 17A(5).* These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

Individual assets that are land, buildings and infrastructure acquired between scheduled revaluation dates of the asset class in accordance with the City's revaluation policy, are recognised at cost and disclosed as being at reportable value.

Measurement after recognition

Plant and equipment including furniture and equipment and right-of-use assets (other than vested improvements) are measured using the cost model as required under *Local Government (Financial Management) Regulation 17A(2).* Assets held under the cost model are carried at cost less accumulated depreciation and any impairment losses being their reportable value.

Reportable Value

In accordance with *Local Government (Financial Management) Regulation 17A(2),* the carrying amount of non-financial assets that are land and buildings classified as property, plant and equipment, investment properties, infrastructure or vested improvements that the local government controls.

Reportable value is for the purpose of *Local Government (Financial Management) Regulation 17A(4)* is the fair value of the asset at its last valuation date minus (to the extent applicable) the accumulated depreciation and any accumulated impairment losses in respect of the non-financial asset subsequent to its last valuation date.

CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 AUGUST 2026

3 CAPITAL ACQUISITIONS (CONTINUED) - DETAILED

Capital expenditure total
Level of completion indicators

0%
20%
40%
60%
80%
100%
Over 100%

Percentage Year to Date Actual to Annual Budget expenditure where the expenditure over budget highlighted in red.

Description	Adopted Budget	YTD Budget	YTD Actual	Variance (Under)/Over
	$	$	$	$
City Projects	14,554,923	2,587,841	1,188,193	1,399,648
Parks and Environment	5,311,573	0	554,363	(554,363)
Buildings and facilities	2,118,972	0	98,909	(98,909)
Infrastructure Capital Works	7,414,759	455,442	340,632	114,810
Furniture and equipment	1,812,333	50,000	25,495	24,505
Plant and equipment	1,217,194	245,044	240,194	4,850

13 Reports by the Chief Executive Officer

13.1 Request for leave of absence

Nil.

13.2 Notice of motion

13.2.1 Notice of Motion - Information Forum Policy

Voting Requirement	:	Simple Majority
Subject Index	:	76/008
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Legislative	The making and adopting of local laws, local town planning schemes and Council policies.

Purpose of report

To consider the Notice of Motion received from Councillor (Cr) Harris for Council to consider drafting an Information Forum Policy.

Summary and key issues

- A request has been received from Cr Harris for Council to consider drafting an Information Forum Policy.
- The policy as proposed by the Notice of Motion requests that an Elected Member chair Information Forums.
- Officers recommend that the Notice of Motion as received is not supported and that the existing Information Forum format and procedures are retained.

Councillor Motion

Harris moved, Sessions seconded

That Council:

Requests the Chief Executive Officer to arrange for a draft policy on Information Forums to be presented to Council by December of 2026.

Carried 6 votes to 2

For: Abedin, Harris, Marks, Rossi, Ryan and Sessions

Against: Kulczycki and Sekulla

Note: Consistent with section 15.5 of the City of Belmont *Standing Orders Local Law 2017*, the Presiding Member put Item 13.2.1 – Notice of Motion – Information Policy to another vote. Refer below.

Reasons

- Meetings of Council are not currently governed by Council Guidelines beyond their existence as noted in the Standing Orders.
- As these are meetings of Elected Members, a policy should be introduced to ensure they are governed by Council-approved guidance.
- Meetings of Elected Members should be chaired by an Elected Member to conform with State Government guidance and standard practice, and a policy can reflect this.

Note:

Mayor Rossi sought to adjourn the meeting for 5 minutes to seek clarification on the electronic vote conducted for Item 13.2.1. A number of Elected Members raised a query as to the result of the electronic voting believing it had not correctly recorded the way they had voted on the item before Council.

9:44pm Harris moved, Sessions seconded, that the meeting be adjourned for 5 minutes to seek clarification on the electronic vote for Item 13.2.1.

Carried Unanimously 8 votes to 0

For: Abedin, Harris, Kulczycki, Marks, Rossi, Ryan, Sekulla and Sessions

Against: Nil

Note:

Consistent with section 15.5 of the *City of Belmont Standing Orders Local Law 2017*, the Presiding Member determined that Item 13.2.1 – Notice of Motion – Information Forum Policy be voted upon again by a show of hands, as the previous decision of Council was in doubt due to concerns that the electronic voting had not correctly recorded the vote.

9:48pm Cr Harris raised a point of order under section 9.2 of the *Standing Orders Local Law 2017*, stating that a revocation motion under section 15.3 of the Standing Orders should apply, rather than section 15.5.

Note: The Mayor stated that he deemed Cr Harris' point of order invalid. The point of order was not upheld.

9:52pm Consistent with section 15.5 of the *City of Belmont Standing Orders Local Law 2017*, the Presiding Member put Item 13.2.1 – Notice of Motion – Information Policy to another vote by show of hands.

Councillor Motion
Harris moved, Sessions seconded That Council: Requests the Chief Executive Officer to arrange for a draft policy on Information Forums to be presented to Council by December of 2026. **Lost 2 votes to 6** For: Harris and Sessions Against: Abedin, Kulczycki, Marks, Rossi, Ryan and Sekulla **Reasons** • Meetings of Council are not currently governed by Council Guidelines beyond their existence as noted in the Standing Orders. • As these are meetings of Elected Members, a policy should be introduced to ensure they are governed by Council-approved guidance. • Meetings of Elected Members should be chaired by an Elected Member to conform with State Government guidance and standard practice, and a policy can reflect this.

Officer Recommendation
That Council retains the existing Information Forum format and procedures.

Location

Not applicable.

Consultation

Elected Members were provided with information relating to meeting procedures, public participation opportunities and the City's meeting cycle at an Information Forum held 14 July 2026.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

If Council resolves to proceed with this Notice of Motion, and subsequently endorse a draft Information Forum policy, the City's website will be updated.

Statutory environment

Section 2.7(2)(b) of the *Local Government Act 1995 (WA)* (the Act) provides that the role of Council is to determine Council policies.

While section 2.7 of that Act states that Council is responsible for determining policies and providing strategic direction to the Chief Executive Officer, section 5.41 of the Act states that the role of the Chief Executive Officer includes the responsibility of determining procedures and systems for implementing those policies.

Part 18 of the City's *Standing Orders Local Law 2017* provides the basis for briefings, workshops and informal meetings.

Background

A Notice of Motion received from Cr Harris reads as follows:

That Council requests the Chief Executive Officer to arrange for a draft policy on Information Forums to be presented to Council by December of 2026.

Reasons

- Meetings of Council are not currently governed by Council Guidelines beyond their existence as noted in the Standing Orders.
- As these are meetings of Elected Members, a policy should be introduced to ensure they are governed by Council-approved guidance.
- Meetings of Elected Members should be chaired by an Elected Member to conform with State Government guidance and standard practice, and a policy can reflect this.

Report

It is important to clarify that Information Forums are not solely meetings of Elected Members. Rather, they are informal sessions involving Elected Members, the Chief Executive Officer, members of the Executive Leadership Team, and officers from various service areas across the organisation.

The forums provide an opportunity for the Chief Executive Officer and the Executive Leadership Team to keep Elected Members informed on significant projects, strategic initiatives, emerging issues, major organisational activities, and future developments. They also provide a forum to discuss, other matters of operational importance that may have a significant impact on the City or community, including matters that may later be considered by Council.

Information Forums have historically been chaired by the Chief Executive Officer and the current format has been long established and has been working well as a mechanism to facilitate open and informal discussion on matters considered important for Elected Members to be aware of.

While Information Forums play an important role in supporting communication and the sharing of information between the administration and Elected Members, they are administrative in nature and are not decision-making meetings. They are intended to enhance Elected Members' understanding of complex or significant matters and provide context ahead of the formal decision-making processes prescribed under the *Local Government Act 1995 (WA).*

Through this forum, Elected Members have a channel to raise matters that may warrant future discussion or consideration by Council and provide strategic input during the development phase of projects and initiatives.

It should be noted that there is no legislative requirement under the *Local Government Act 1995 (WA)* or associated regulations for a local government to conduct Information Forums. The establishment, format, frequency, and operation of such forums are matters determined by each local government as an administrative and governance practice to support effective communication and informed decision-making.

Current Framework for Information Forums

Information Forums are captured by part 18 of the City's *Standing Orders Local Law 2017*. This section of the local law provides the basis for briefings, workshops and informal meetings. It confirms that formal decisions cannot be made at these meetings. Information Forums operate within this framework, although not specifically titled/named.

Information Forums are held consistent with the *Standing Orders Local Law 2017* and the City's adopted Code of Conduct which establishes clear

expectations for conduct. Confidentiality is managed consistent with section 5.93 of the Act.

Should the Notice of Motion proceed, a draft Information Forum Policy will be prepared and presented to the December 2026 Ordinary Council Meeting.

Recommended Approach

It is recommended that the Notice of Motion not be supported and that the existing Information Forum format and procedures be retained.

Financial implications

The implementation of this Notice of Motion would require officer resources to undertake research, consultation and document preparation. Should the Notice of Motion proceed, additional resourcing requirements may arise.

Any significant financial implications identified during implementation would be considered through the City's normal budget review processes.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title
Nil

14 Matters for which the meeting may be closed

Nil.

15 Closure

There being no further business, the Presiding Member thanked everyone for their attendance and closed the meeting at 9:53pm.